The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED..... „ 3,000,000
RESERVE FUND ..... „ 13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHWANG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENTSIN. CHEFOO.
PEKING. DALNY.
KOBE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd September, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

No. 9, Queen's Road Central,
Hongkong.

H. PINCKNEY,
Manager.

Hongkong, 17th October, 1906. [20

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL. Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [287

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $20,250,000
Silver Reserve .....$10,250,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. — A. J. Raymond, Esq.
E. Goetz, Esq. — R. Shewan, Esq.
Hon. Mr. W. J. Gresson — N. A. Siebs, Esq.
C. R. Lenzmann, Esq. — H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
J. Dielchroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 9th October, 1906. [24

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund .....Fl. 1,628,850.19 (£135,737).

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd. / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum.
„ „ 6 „ 3½ „ „
„ „ 3 „ 3 „ „

J. BOETJE,
Manager.

16, Des Vœux Road Central. [1044

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 23rd July, 1905. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904. [68

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA, Capt. E. W. Bruce	About 5th December	Freight and Passage.
SHANGHAI and JAPAN	NUBIA, Capt. F. J. Fox	About 8th December	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st December, 1906 [4

Intimations.

LANE, CRAWFORD & CO.

DANCING SEASON.

BEST LONDON MADE
DRESS SHIRTS,
$3 EACH, $16.50 HALF DOZ. $4.50 EACH, $25.00 HALF DOZ.
WHITE KID GLOVES from $1.25 per pair.
COLLARS all shapes $4 per doz.
PATENT LEATHER SHOES $5.50 per pair.
DRESS TIES, SILK SOCKS, BRACES, &c.

LANE, CRAWFORD & CO.

Hongkong, 16th November, 1906. [40

ASK FOR
KUPPER'S PILSENER BEER
and see that you get it.
Look carefully at the label.
Beware of colourable imitations.

Telephone No. 75.

SOLE AGENTS—
CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 15th November, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO.,
LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 8th December,

THE Company's Steamship
"HONAM"
will depart from the COMPANY'S WHARF at 2 P.M.
Returning departure from Macao about 7.30 P.M.
Return Fare, 1st Class..... $4.00
„ „ returning on Sunday..... 5.00
„ 2nd Class, available to return on Sunday or Monday 2.00
OTHER RATES AS USUAL.

SUNDAY, 9th December.
Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
„ „ from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
Luncheon and Refreshments supplied on board.
Popular Excursion Rates as usual.
Children under 12 years Half-Price. NO CHITS will be accepted; and servants' passages must be paid for.

J. ARNOLD,
Acting Secretary.

Hongkong, 3rd December, 1906. [1076

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Wamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Joetura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. TANAKA, Manager, Hongkong.

45]

THE CITY OF PARIS,
MADAME FLINT, Manageress.

JUST UNPACKED EX S.S. "PESHAWUR" AND S.S. "IYO MARU."

COSTUMES (Ladies' and Children's),
BOAS, HOSIERY
AND
MILLINERY, &c., &c.

WE ARE GIVING OUR CUSTOMERS THE BENEFIT OF THE FAVOURABLE EXCHANGE.
Hongkong, 22nd November, 1906 [855

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1906 [55

BARGAIN
FOR 10 DAYS ONLY.
A LARGE CONSIGNMENT
OF
HENNESSY'S
*** BRANDY
AT
$21.00 PER CASE OF 1 DOZ. (CASH).
Orders will be received by—
A. CHAZALON & CO.,
6, Queen's Road.
Hongkong, 7th November, 1906. [16

SACRIFICIAL SALE!
FOR 15 DAYS ONLY!
Of High Grade English Make
BOYS' BICYCLES, CHILDREN'S TRICYCLES, TYRES, INNER TUBES, LAMPS, PUMPS, and everything for Cycles. Sale now on!
DRAGON CYCLE DEPOT,
11, D'Aguilar Street.
Hongkong, 21st November, 1906. [1120

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71

Hotels.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights
H. HAYNES,
Manager.
Hongkong, 15th March, 1906 [25

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

261 WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1906 [31

OCCIDENTAL HOTEL.
EXCELLENT CUISINE.
MODERATE PRICES.
ELECTRIC FANS
TO ORDER IN
EVERY ROOM.
EUROPEAN MANAGEMENT.
ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [58

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HÔTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," .....2,338 tons .....Captain W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "KINSHAN," .....1,995 " ..... " J. J. Lossing.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7.30 A.M.

On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS ...	JAVA	First half December	JAPAN	First half December
TJILIWONG..	JAPAN	First half December	JAVA PORTS	First half December
TJIMAHI.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP...	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 26th November, 1906. [15

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906. [14

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road

Hongkong, 27th November, 1905. [48

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1905. [18

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grasscloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship *BUELOW*, Captain H. Förmes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship *PRINZ SIGISMUND*, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	...Return	$80.00	$50.00
TO NEW GUINEA.....	£28.—	£18.10.	£14.00	...Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	...Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	...Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	...Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	...Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	...Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 5th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SEYDLITZ*	WEDNESDAY, 19th Dec.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG,

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£67. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th November, 1906. [7

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transports. Send to Hongkong Hotel or a chit will ensure their being fetched.

Hongkong, 12th November, 1906. [1096

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	7.30 a.m.	...Every 30 minutes.
7.30 a.m. to	9.30 a.m.	...Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes.
1.45 p.m. to	2.15 p.m.	...Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 27th August, 1906 [67

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.
Hongkong.

Hongkong, 28th April, 1906. [510

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

利廣隆傢俬行

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [869

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length .....80' 0"
Breadth .....24' 0"
Depth ..... 9' 6"
Capacity.....320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,
30, Des Vœux Road, Central,
and
HOO CHEONG WO & Co.,
51 and 52, Connaught Road, Central.

Hongkong, 5th November, 1906. [1068

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.50 per Cask ex Factory.

In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906 [57

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION,

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impotent to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [Q

FOR SALE.

WELSBACH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPETHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 1st December, 1906. [59

Intimation.

Powell's

GENT'S OUTFITTERS,

28, QUEEN'S ROAD,

(OPPOSITE THE CLOCK TOWER).

ENGLISH BOOTS.

FINEST ENGLISH LEATHER.

BEST ENGLISH WORKMANSHIP.

BLACK.

BROWN.

PATENT.

Smart Shapes,

Durability,

Comfort.

$12.00 PAIR.

Satisfaction Guaranteed.

POWELL'S

HONGKONG.

Hongkong, 21st November, 1906. [42

To Let.

TO LET.

No. 8, D'AGUILAR STREET, suitable for SHOP AND DWELLING HOUSE, at present occupied by Messrs. K. A. J. CHOTIRMALL & Co., who will shortly remove to No. 64, QUEEN'S ROAD CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530

TO LET.

FOUR-ROOMED HOUSE on PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1906. [1142

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009

TO LET.

No. 2, "HILLSIDE" THE PEAK.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

App'y to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [72

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD. No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.

C/o *Hongkong Telegraph.*

Hongkong, 17th October, 1906. [1013

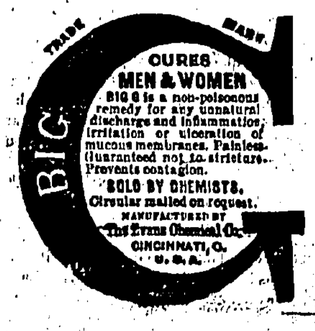
TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949



COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke & Rogge write in their fortnightly report of the 1st inst.:—This fortnight closes on a market which is much the same as when we last wrote on the 16th instant. Handy-sized boats continue to look for paying business and inquiries there are few. The volume of chartering business as transacted during the fortnight is again small.

From Saigon: Demand for this port had ceased altogether, but, since, at 10, 11 and 12 cents respectively, boats have been chartered. To the Philippines there has again been some business transacted, rates according to sizes, at between 28 and 25 cents.

We have not heard of inquiries from Saigon to anywhere else for any prompt dates. Present position is that old crops' grain is practically exhausted, and that, as concerns the new season, reports are decidedly favourable; the crop is also expected to be an early one. Business in connection with new crop's cargo is already spoken of. There is said to have been business Saigon/Japan, February/March, there is also said to have been a fixture of a small Japanese steamer, (about 29,000 piculs' capacity), for a series of trips Saigon to Hongkong 15 cents, optional to Singapore 15 cents, optional to 1 port Philippines 26 cents.

Bangkok advices, as concerns the new crop, are not quite so rose-colored, but, what the ultimate result will be concerning the two shipping ports who can tell at this stage? Bangkok to this, there has been a fixture of a non-liner on natives' account, natives' terms, 27.20 cents, immediate loading.

From Java, there is still nothing doing. There is plenty more sugar which has to go forward to Hongkong, but it is expected that the Chinese will not ship before their new year, which would mean second half February or March. For Japan also we have traced no inquiries for any early loading.

Rajang to Hongkong, timber, there has been a charter of a suitable steamer, 1,380 tons reg. nett, February loading, $11,500.00 lump sum.

Coal freights are quiet, both from Hongay and Japan: Hongay to Swatow, another fixture reported at $1.25. Moji or Wakamatzu to Canton, $1.90 or so might be done; Moji to Hongkong quotation is about $1.25.

Sailers:—American ship *S. P. Hitchcock*, recently condemned consequent upon damage suffered by the late typhoon, has been disposed of by private treaty at $12,000 Mex. nett; it is said for hulk purposes. She appears to have been replaced, as far as her late chartering engagement goes, by American ship *E. B. Sutton*, (June 14th New York for Touron and Haiphong), just reported fixed for Baltimore and New York, December/January loading, under a charter arranged in the States.

Am. ship *Ivy* is in port repairing some damage from a typhoon encountered whilst en route from Shanghai to British Columbia. She is expected to proceed in a fortnight.

Sailers Coastwise:—Nothing new to advise.

Sail tonnage loading or to load:—For Baltimore and/or New York:—Am. ship *I. F. Chapman*, 2,014 tons, arrived 25th August. Amer. ship *E. B. Sutton*, 1,639 tons, to arrive from Haiphong.

Sail-tonnage Disengaged:—British steel 4-m barque *Arrow*, 2,971 tons reg., from New York, arrived 14th November.

Departures of Sailers:—Brit. bark *Eclipse*, 2,969 tons, for Baltimore and New York, sailed 20th November.

TOO TIRED FOR ANYTHING.

A BURMA BUSINESS MAN RESTORED TO HEALTH & ENERGY BY

Dr. Williams' Pink Pills.

Here is further striking evidence that cures effect by Dr. Williams' Pink Pills for Pale People are permanent cures.

About a year ago Mr. G. Ravel, Manager of the Singer Sewing Machine Co: at Thayetmyo, Burma, stated that he had been completely run down, suffering from Nervousness, Dyspepsia, Headaches, Sleeplessness and Depression. But Dr. Williams' Pink Pills cured him.

"Whilst living at Bassein, Burma, some two years ago I began to suffer from Dyspepsia," said he when interviewed. "I could not digest my food, became weak and thin, and was a bad colour. I got pains in the back just over the kidneys, there was a pain in my left side. I suffered from Headaches, and my hands and feet were always cold. Although I felt sleepy and tired out all day long I could not sleep properly at night. I felt very low-spirited and miserable. My blood was in a bad state; my appetite left me almost entirely and the sight of food made me feel inclined to vomit; there was wind in the stomach and a severe tightness across my chest.

"At this time I found my business a heavy task, I could not take any interest in it or in anything else. At night I had fearful dreams and used to wake up in a fright. I also used to perspire heavily, especially at night, on account of my weakness. Then I heard about Dr. Williams' Pink Pills for Pale People. I felt so miserable and ill that I decided to try if these Pills could do me any good. I bought some in Bassein and felt better after commencing to take them. A few bottles completely restored me to health. My digestion became strong, the pains and headaches ceased, and my appetite returned."

Many people try to cure disordered digestion by the frequent use of purgatives. Purgatives cannot cure. Their action is irritating and weakening, they may produce brief relief but after this temporary action the sufferer is in a worse state than before. The proper way to cure is by strengthening the organs of digestion, and this is exactly what Dr. Williams' Pink Pills for Pale People do. They are the greatest Tonic known. They purify and at the same time enrich the blood, and through the blood give renewed vigorous health to all parts of the system. The published testimony of thousands proves Dr. Williams' Pink Pills to be the only reliable remedy for Indigestion, Liver Complaint, Headaches, Skin Diseases, Boils and Pimples, Rheumatism, Paralysis, Beri-Beri, the after effects of Fevers, Dysentery and Chills; and (particularly) those ailments which afflict ladies between youth and middle age. Obtainable in most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Singapore, six bottles for $8 or one bottle for $1.50, post free to any address. [2

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO', HAMBURG, ANTWERP AND LONDON.

THE Steamship

"MONTGOMERYSHIRE,"

Captain P. Gibson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th proximo will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 6th proximo at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th November, 1906. [1153

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Victoria.*

From Australia, *ex* S.S. *Britannia.*

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th November, 1906 [4

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malapan* and *Cordonan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th November, 1906. [11

FROM NEW YORK, ADEN AND SINGAPORE.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd proximo, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th November, 1906. [1144

Intimation.

AGE AND QUALITY GUARANTEED.

Watson's DUNDEE WHISKY, No. 10.

THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

Hong Kong Agents: WATKINS, Ltd., 7&10 Ricaarts' Hall.

Auctions.

PUBLIC AUCTION OF JAPANESE FINE ART AND CURIOS EMBROIDERIES.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 6th December, 1906, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,

A FINE COLLECTION OF

JAPANESE EMBROIDERIES AND FINE ART CURIOS,

COMPRISING:

SILK EMBROIDERED WALL HANGINGS, DRAPERIES, KIMONOS and CUSHION COVERS, CUT VELVET and HAND PAINTED HANGINGS, RARE and ARTISTIC SATSUMA VASES, BOWLS and PLATES, GOLD CLOISONNE and BRONZE WARES, HANDSOMELY CARVED IVORY GROUPS and FIGURES, GOLD and SILVER INLAID DAMASCENE WARE, &c., &c., &c.

On view from Tuesday, the 4th December. Catalogues on application.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th November, 1906. [1154

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. Mr. E. A. HEWETT, to sell by PUBLIC AUCTION,

ON

THURSDAY,

the 6th December, 1906, at 2 P.M., within his residence, "Craig Ryrie," The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED,

(All English, Shanghai and Local makes),

Comprising:—

TEAKWOOD WARDROBES with GLASS, OAK and MAHOGANY CHEST-OF-DRAWERS and CUPBOARDS, DRESSING TABLE with GLASS, TRUNKS, MARBLE-TOP WASHSTANDS, TOILET SETS, TEAKWOOD EXTENSION DINING TABLES with ROUND WOOD COVERS, DINING ROOM CHAIRS, GLASS and CROCKERY WARE, CANTON CARVED BLACKWOOD DESK, EASEL and TEAPOYS, BOOKCASE, CARD TABLES, RATTAN CHAIRS, TABLES and SOFAS, &c., &c., &c.;

ALSO

A large quantity of PLANTS in Pots;

AND

One GENT'S BICYCLE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 30th November, 1906. [1159

Notice of Firm.

WE beg to notify the public that we are carrying on business as COTTON AND YARN DEALERS at No. 32, BONHAM STRAND under the style of SANG CHEONG FAT, and that all contracts for Buying and/or Selling Cotton and/or Yarn and all other mercantile documents relating to the business of our firm must bear the Chop of our Firm and the Signature of one of the partners whose names are mentioned below, otherwise the firm will not be bound or incur any responsibility thereby.

HO FOOK otherwise HO CHAK-SANG.
HO KOM TONG „ HO TAI-SANG.
LO CHEUNG-SHIU „ LO SAI-KI.

Hongkong, 30th November, 1906. [1152

Intimations.

WANTED.

SITUATION wanted by a PORTUGUESE SENIOR CLERK, Mercantile Firm preferred. Good references and experience.

Apply to—

"Y."
C/o This Paper.

Hongkong, 29th November, 1906. [1150

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST (English), at present in Japan, desires a position in a China Port. Salary required $175. 5 years' experience.

Copies of Testimonials and Reference open to inspection at the Office of this Paper.

Apply to—

"K. G."
C/o *The Hongkong Telegraph.*

Hongkong, 20th November, 1906. [1146

Intimation.

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

WHITE WINES.

Graves ..... $7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves ..... $10.00 Per Dozen Quarts.

Sauternes ..... 10.00 „ „

Chateau d'Arche 20.00 „ „

BOTTLED BY

EMMEL, DESPUJOL FILS & PICQ,

BORDEAUX.

Barsac ..... $14.00 Per Dozen Quarts.

Sauternes ..... 20.00 „ „

Chateau Guiraud 19.00 „ „

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 28th November, 1906. [1145

Intimation.

A. S. WATSON & CO.,
LIMITED.

REDUCED PRICES.

We beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. The reduced prices which take effect as from the 15th instant will be found to compare favourably with those of other stores in the Colony whether European or Chinese.

We have also just issued separately a new wine list with prices based on rate of Exchange now ruling, reference to which will show that substantial reductions have been made.

All prices are now strictly net.

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 27th November, 1906. [34

BIRTHS.

On November 26, 1906, at Shanghai, to Mr. and Mrs. SCHMIDT-DECARLI, of the German Bank, Kobe, a daughter.

At Shanghai, the wife of D. R. MCEUEN, of a daughter.

At Shanghai, the wife of C. RASMUSSEN, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 3, 1906.

CHINA AFFAIRS.

Although the report of Mr. Alex. Hosie, the British Acting Commercial Attaché, on the foreign trade of China for 1904-05, which has just been issued is rather belated, it forms interesting reading by reason of the asides in which so competent an authority on Chinese affairs indulges. The main figures have already appeared in our columns when they were published by the Customs Statistician, and it is not necessary to go into details now, beyond stating that during the period under review China enjoyed comparative prosperity. It has been frequently averred that China is a poor country and even the fact that the merchants and guilds have combined to provide the capital for local enterprises the idea [illegible] been dissipated. The fact that the percentage of exports to imports has been gradually increasing has induced in the superficial mind the belief that one of these days China will find herself unable to meet her obligations abroad. Minute inquiries into the question, however, do not in any respect support that suggestion. Mr. Hosie states that much valuable information has come to light in the process of trying to gauge the country's means of meeting its commercial liabilities. Much of that information is necessarily only approximate, but it shows that China is quite able to pay for what she gets from abroad. The question is, after all, an academic one, for the imports would not go on increasing year by year had China not the means and the power to pay for and absorb them. In this connection, says Mr. Hosie, there is one point that should not be overlooked. A considerable portion of this import trade represents, in the shape of goods, capital coming into the country to assist in its development and is not for the purpose of buying native produce for export. With regard to the opium trade, we referred some days ago to the unlikelihood that China was determined to suppress the trade, in view of the profits accruing from the importation of the drug and the cultivation of the poppy, notwithstanding the Imperial edict issued on the subject. On the contrary, we expressed the conviction that the edict was a mere red herring thrown across the track of the reformers, inasmuch as it is in the highest degree probable that the Imperial Government intended to foster the local cultivation of the plant at the expense of the foreign grower. In this connection it is interesting to learn Mr. Hosie's views on the subject. He says "that the decrease of foreign opium will continue is undoubted. The production of native opium increases year by year without restriction. Indeed, the Chinese Government find it a most profitable source of income, the revenue derived from its taxation, which in many provinces has been placed on a systematic basis, being set apart for various public purposes. From this source for example the province of Szech'uan and the prefecture of Hsü-chou Fu in Kiangsu have to provide an annual contribution of 460,000 taels for carrying out the Whangpoo (Huangpu) Conservancy Scheme." Is it likely that the Government of China is to fling away such a contribution at the behest of some advocates of reform? From investigations made with the view of obtaining statistics on the subject it appears that Szech'uan alone produces annually over 200,000 piculs or four times the total import of foreign opium into China. If, in their zeal, the opponents of the opium habit expect to find that the poppy has disappeared from China in ten years and with it the revenue derived from this source they must be very simple-minded. As usual, much of the trade of the British Empire with China is attributed to Hongkong but Mr. Hosie notes that "if from the British Empire's total direct trade of £57,747,591, the whole of the Hongkong trade be deducted, there remains a balance of £23,223,380, which still places the British Empire nearly £7,500,000 ahead of the next country on the list—the United States of America, which no doubt has its fair share, like other countries, of the Hongkong trade." Last year Japan was third on the list. The report extends to 120 pages and should attract the attention of all interested in the trade of the Middle Kingdom. Mr. Hosie is especially luminous in his hints to merchants, and perhaps some firms in Hongkong might profit from his suggestions for increasing their commerical connections with the interior.

LOCAL AND GENERAL.

THE crisis in the situation caused by the Japanese Budget proposals is now over, thanks to the offices of Count Katsura.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending November 17 amounted to 22,967.75 tons and the sales during the same period to 21,474.67 tons.

THE work on the laying-out of the Canton Public Gardens, which was temporarily suspended by order of H. E. Viceroy Chow Fu, is to be resumed at an early date and pushed forward with all speed to completion.

THE Dock tugs, *Robert Cooke* and *Edith*, have been employed for the last three nights in trying to shift the steamship *Kwongchow* from her position in the mud, preparatory to raising her. On each occasion, we are informed, they failed.

"IT was a mistake on my part, your Worship I made a mistake in the number of the house!" This was the excuse tendered Mr. F. A. Hazeland, at the Police Court to-day, by a coolie named Li Sang. He was charged with breaking and entering into the second floor of No. 229, Station Street, Mongkok, at ten o'clock, last night, with intent to commit a felony. The premises are occupied by workmen. Defendant had no sooner entered the house than he was promptly secured and handed over to the police. The mistake cost him three weeks' hard labour and six hours' stocks. Deportation will follow.

A CURIOUS accident occurred yesterday to a European lady, which fortunately is not expected to have serious results. It appears that Mrs. Mitchell, wife of the light-house keeper at Green Island, was going up a wooden flight of stairs to a house at East Point where she was paying a call, when the stairway collapsed, and ladder and lady were thrown violently to the ground. Mrs. Mitchell received a very severe shock, besides a number of wounds and contusions, and was removed to hospital for treatment. Fortunately no bones were broken, and the unfortunate lady is progressing very well towards recovery from the shaking and general knock-about.

THREE Germans, Messrs. E. Vollerecht, W. Otto and Adolph Thiessen, appeared before Mr. F. A. Hazeland, this morning, at the Magistracy, to claim the two overcoats and the pair of American brown boots that P.C. Cooper found in possession of a coolie on Saturday morning. It will be remembered that it was at first thought that the clothing was removed from the cloak room of the City Hall on the night of St. Andrew's Ball. This proved to be incorrect. The claimants, who resided at No. 3, Queen's Gardens, identified the property as their own and informed the Court that the back door of their house was broken into on Saturday morning and the property lost. The defendant was sent to gaol for six weeks and six hours' stocks and to be deported. The clothing, etc., was returned to the owners.

THE English mail of the 3rd November was delivered in London on the 1st inst.

SERGEANT Lee, of No. 2 Police Station, apprehended a seaman named John Watson in Arsenal Street, yesterday, and charged him at the Police Court this morning with being a vagrant. Complaints have been made to the police of the nuisance caused by a number of beachcombers who congregate daily in Arsenal Street, near the Soldiers' and Sailors' Home, soliciting alms from passers-by. Watson admitted being destitute, and Mr. F. A. Hazeland made an order that he be sent to the House of Detention.

NINETEEN rice-pounders were arrested at No. 305, Des Vœux Road West yesterday morning as the result of a gambling raid made on the premises by Sergeant Cordon and a *posse* of police from No. 7 Police Station. The men were playing *pai-kau*. The police seized among other things $4.12, which they found on a table. The nineteen men were charged before Mr. F. A. Hazeland, at the Police Court this morning—the first two men with running a gambling house and the remainder with gambling. The two leaders were fined $50 each, while the others paid $3 each.

AN Indian was arraigned before Mr. F. A. Hazeland, at the Police Court, this forenoon, on a charge of being disorderly whilst drunk on the Praya East yesterday. "In order to save the time of the Court?" began defendant, bombastically. "I will plead—" His Worship informed accused that the time of the Court had nothing to do with him, and called evidence. It was said accused was chasing three women on the Praya. These women asked police protection and the Indian was arrested. Defendant said he was a bit "staggering," but was not unconscious. He was fined $3.

H.E. THE GOVERNOR.

PROGRESSING SATISFACTORILY.

The following bulletin was issued by the doctors in attendance upon His Excellency the Governor yesterday:—His Excellency the Governor has made marked progress during the past week. It is probable that, all being well, His Excellency will leave the Colony in about two weeks' time, for a month's change.

LIVELY TIMES IN THE HARBOUR.

DISCHARGES REVOLVER TO CALL THE POLICE.

In a case which was brought up before Mr. F. A. Hazeland, this morning, at the Police Court, four cargo-boat men were released on bail of $50 each to ensure their attendance in a few days' time for examination into charges of assault preferred against them by the coxswain and accountant of the steam launch *Li Tung*. When the case is next called on the coxswain and the crew of the steam launch will testify to the effect that some time yesterday afternoon the launch *Li Tung*, towing two salt junks, was leaving the harbour on a trip to Canton. A few minutes after they had got under weigh a cargo-boat belonging to the defendants made fast to one of the salt junks and was towed as far as Kowloon Point. The coxswain of the launch did not offer any objection to towing the cargo-boat. When Kowloon Point was reached, and seeing that the bow of the launch was kept straight, the defendants yelled to the coxswain to tow them to the old Harbour Office wharf. The coxswain replied that that was not his destination. He was bound for Canton, and if the cargo-boat people wanted to get to the wharf they mentioned the best thing they could do was to cast off and sail there themselves. Without another word the defendants were alleged to have bombarded the launch with chunks of firewood. Seeing that that did not have any effect on the stubborn coxswain the four defendants sprang on to one of the salt junks, then boarded the launch and ordered the coxswain to change his course. The coxswain did not and they attacked him and his crew. They tussled with each other for a time, until the coxswain whipped out a revolver, and holding it above his head, pulled the trigger twice in quick succession, sending two bullets through the awnings of the launch and into the air. The report put a stop to the fight immediately, but one of the accused, fearing that the coxswain would perforate somebody with the revolver if he was allowed to hold it much longer, disarmed the coxswain. The police heard the revolver shots and took the four defendants in custody. Mr. J. Daniels of Messrs. Johnson, Stokes and Master, who appeared for the prosecution, asked for the adjournment of the case, which was granted.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 3rd at 11.35 a.—The barometer has risen moderately over Japan and the E. coast of China, and fallen slightly over N. China.

The depression lying over N.E. Japan yesterday, has moved into the Pacific. The area of high pressure is situated over the Yangtze valley.

Gradients are moderate in the South, and fresh to strong monsoon will prevail in the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; fair.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

MOTION FOR RE-HEARING.

A STATE DOCUMENT IN COURT.

HEATED DISCUSSION.

Before the Full Bench, consisting of their Honours Sir Francis Piggott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, Mr. M. W. Slade, instructed by Mr. R. Gardiner, of Mr O. D. Thomson's office, applied on behalf of the defendant in the case of Hajat Ali Shah *versus* Mustofa Ismail, which was tried before Hon. Mr. H. H. J. Gompertz, the defendant being found guilty and committed to prison, for a rehearing of that case. Sir Henry Berkeley, instructed by Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, Crown Solicitors, represented the Crown.

His Honour the Chief Justice said the title was somewhat confusing as the form at home was 'Rex *v* the defendant,' and the reverse in appeals.

Mr. Slade said that was so, and he thought the title wrong, but the records of the Court showed that that had been the form used in this Court.

The Chief Justice said he thought the form used at Home was the proper one and should in future be the one used here.

Mr. Slade said that this was a motion for a re-hearing of this case. The motion would not take long as the Crown had consented to have the case heard before the Full Bench.

Sir Henry Berkeley: That is so, my Lords.

The Chief Justice: Do you want a re-hearing?

Sir Henry: If they can show good and sufficient reasons for it, my Lords.

The Puisne Judge: I am not prepared to hear those reasons to-day. I understood that this was purely a formal motion, and that it would take only a few minutes, so I have adjourned for a short time from the other Court.

Mr. Slade: I understood so, my Lords; I thought the consent of the Crown was sufficient, but if I have to argue reasons it will take some time. I will first read a letter I have here.

Sir Henry: I object to that letter being read here. My learned friend purposes to read before this Court a confidential letter from His Excellency the Governor to the Officer Commanding, which is marked "confidential." It is a State document and cannot be read; it is also a confidential document from one Government Official to another, and the contents cannot be put before this Court. I am surprised that my learned friend should propose to read such a document to your Lordships.

The Chief Justice: I don't see how you can read it unless you have the consent of the writer and recipient. Confidential letters must be treated as such.

Mr. Slade: I have the consent of one party, my Lord.

The Puisne Judge: You cannot argue upon the contents of such a letter.

Sir Henry: The point to consider is whether your Lordships can accede to the request that the evidence of the prisoner be taken at this hearing as it was not taken before the magistrate. The Crown consents to this though we do not know what that evidence consists of. The Crown does not wish to create any feeling among the soldiers or others that the prisoner has not been fairly dealt with.

Mr. Slade: I want to have a re-hearing. I want to put it clearly that the Crown *does* object to a re-hearing. The Crown wants the Court to assume that if the evidence had been taken before the magistrate at the hearing of the case, the magistrate would still have convicted.

Sir Henry: Then I do now withdraw my consent. If they appeal to Cæsar let them come to Cæsar; we come to your Lordships. If my learned friend asserts that the magistrate convicted wrongly, that is a question of law. The prisoner must be confined within the four corners of the depositions and no extraneous matter can be introduced. We must stop my learned friend from bringing correspondence calculated to cause ill-feeling between the Military and Civil Governments.

Mr. Slade (heatedly): To refuse now to consent to a re-hearing is a disgraceful breach of faith on the part of the Government.

Sir Henry: If my learned friend wishes to call in question the conduct of the magistrate in dealing with the case, he should not come before this Court.

Mr. Slade: I do not wish to call in question the conduct of the magistrate; I wish merely to have a rehearing of that case.

The Chief Justice: You would contend that in those letters there would be found a consent, but we must consider whether we can consider the matter on those terms.

Mr. Slade: I have the consent of one party.

The Puisne Judge: That's not enough; we cannot hear the letters without both parties consenting.

The Chief Justice: I think it would be better to have the correspondence sent to us in Chambers, and we can consider the matter there. My learned brother agrees with me that, even assuming that the Crown consented, that would not bind this Court.

The Puisne Judge: Even if there was a consent I should not grant a re-hearing unless good grounds were shown for it. The Crown now comes to oppose a re-hearing.

Mr. Slade: That is the plain fact, my Lords. The Crown is now opposing a re-hearing.

Sir Henry: I consider that the Court cannot grant a re-hearing now that the Crown withdraws its consent.

After a brief consultation between the learned Judges, the Chief Justice said that they would consider that point in Chambers, after seeing the correspondence which was to be sent to them there, and adjourned the further hearing of this motion until the 11th inst.

LEUNG Sam, a cook, was prosecuted by Mrs. Carroll, of No. 3, Pedder's Hill, before Mr. F. A. Hazeland, this morning, at the Police Court, for refusing to obey her orders on Saturday last. The charge was proved and a fine of $10 imposed.

ALLEGED ATTEMPTED MURDER.

EVIDENCE IN HARBOUR OFFICE CASE TAKEN.

Chu Lo Tui, a farmer, residing in a boarding house in Sutherland Street, West Point, was arraigned before Mr. F. A. Hazeland, at the Magistracy, to-day, on two serious charges. On the first count it is alleged he attempted to murder Mr. A. C. Botelho, first clerk of the Harbour Department, and on the second indictment he is said to have caused grievous bodily harm to two boatmen, Chung Fuk and Kwok Chuen, on the 10th ultimo.

Chief Detective Inspector Hanson and Detective Sergeant Watt conducted the case for the police, the prisoner denying the charges *in toto*.

Dr. Koch, assistant superintendent of the Government Civil Hospital, spoke as to the condition and the wounds the native boatmen were suffering from when he examined them in hospital.

Mr. A. C. Botelho, first clerk, Harbour-master's department, was next called to the stand. Witness declared that he had been in that department close on thirty-four years, and it was part of his duty to examine intending Chinese emigrants to foreign ports for voyages of over seven days' duration. On the morning in question, witness went on, he started to examine a batch of emigrants for the Straits Settlements to proceed by the British steamer *Hopsang*. At about ten o'clock witness started to examine the prisoner who was among the batch of emigrants. He had to stand on a box to answer questions put to him. (Plan of the place put in.) Witness then gave the Court the positions as to where he and the others sat. After the examination, he went on, accused stepped down from the box to receive his passage ticket, which was being stamped by Kwok Chuen. Instead of that prisoner rushed at witness and clutched him by the throat with his left hand, at the same time murmuring something which witness did not understand. Witness threw him off and accused fell. Kwok Chuen was then about to seize him, but failed, defendant leaving through the eastern door. Witness followed accused into the yard, but when he saw others chasing the fugitive witness stopped. Soon after Kwok Chuen went to witness, and raising his jacket, showed that he was wounded. The other boatman followed him soon after with a wound on his breast. Witness did not know that anybody had been wounded until he saw the boatmen. The men were then dispatched to hospital.

"Can you suggest any motive or reason for the stabbing?" asked his Worship.

"I cannot," replied the witness.

Other witnesses were called, and the case adjourned.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE CHIT SYSTEM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—There is no doubt in my mind that the present chit system, when enstrusted to all such men who are in a more or less degree careless and indifferent as regards money matters, is a most pernicious system and one that certainly should be strongly put down by every right thinking Taipan and other employers of clerks. In too many cases, the chit system is detrimental to a young fellow and therefore a check to his progress and prospects in life, and in some, if not many cases, leads to his downfall.

I am well aware that other contributors to your paper have written on the evil effects of the above system in a much abler way than I can, but one must never despair in looking for a change when this system—cases of necessity excepted—will be a thing of the past.—Yours, etc.,

CASUAL CONTRIBUTOR.

Hongkong, 3rd December.

HARDSHIPS OF GOVERNMENT CLERKS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The *Hongkong Government Gazette* should be dignified, and like Cæsar's wife, be above suspicion. It has been observed that its pages are closed to such comparatively minor and insignificant events as the appointments or promotions of the little army of clerks, overseers, warders, etc., etc., embraced in the one sweeping term of subordinates. Perhaps they are, in the eyes of the official big pots, neither fish, fowl, nor even good red herring, and yet its pages are not closed to adding the finishing touches to a subordinate's forced or even voluntary departure from the service, to the detriment of his future career.

As witness the recent case of the meter-reader who was "dismissed from the service of the Government for misconduct." For an error of judgment, which no one regrets more than he, this man, or rather lad, for he is no more than that, tendered his resignation which in any other service would have been accepted, and the incident thereby closed, but it was distorted into a dismissal.

The word used "*misconduct*" has rather a wide meaning and to the unknown public it may mean embezzling, bribe-taking, etc., etc. "The punishment should fit the crime," but where no crime has been committed, as in this case, the castigation meted out is very excessive and quite unnecessary, involving, as it does, loss of character, one month's pay and, what is more than all, blight a young man's career in the very bud. And this brings us back to the opening sentence of this letter. Perhaps the presence of H.E. the Governor was wanting to "mix a' wi' admonition due"?—Yours faithfully,

"PER INCURIAM."

Hongkong, 3rd December, 1906.

JUDGING from plant fossils found in its bed the Thames is an immeasely older river than the Severn.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE

BOYCOTT REVIVAL.

MASS MEETING AT CANTON.

NEW PROPAGANDA BY BOYCOTT LEADERS.

[*From a Correspondent.*]

Shameen, 3rd December.
1.50 p.m.

The members of the Boycott Association assembled in large numbers at the Kwongchai Hospital with the object of discussing what methods should be adopted to secure a revival of interest in the movement, which lately has somewhat languished as the result of questions of more immediate interest attracting the attention of the public.

Mr. Chau Man Ma, who is a resident of Fatshan, and is recognised as one of the boycott leaders, was appointed chairman.

Speeches exhorting the members to stand by their guns, and give all the aid in their power to maintain the boycott against American goods, were delivered.

It was decided that the next meeting of the Association should be held on the 10th inst. for the purpose of electing office-bearers.

A resolution was put to the meeting that industrial establishments should be established, so that the Chinese might become independent of foreign supplies and that Chinese capital might be retained in the country.

Meanwhile the members should exert themselves to the uttermost to popularise the boycott scheme, and attract the sympathies of the people.

Funds will be supplied by the Association for grand funeral ceremonies in honour of the boycott "hero" and "martyr" Fung Wai, one of the originators of the movement.

PIRACY NEAR HONGKONG.

CARGO-BOAT "HELD UP" AND CARGO STOLEN.

A band of pirates seem to be infesting the waters in and around Mirs Bay, for a cargo-boat was "held up" on the afternoon of the 29th ultimo under unusual circumstances. The police have only been notified of the occurrence yesterday. The cargo-boat which was held up trades between Hongkong and Mirs Bay ports. She leaves Hongkong during the small hours of the morning, arriving at her last port toward five o'clock the same afternoon. On the 29th ultimo, according to the master of the cargo-boat, at about four o'clock in the afternoon, the cargo-boat was making for Nam O—an island in British waters, not far from Mirs Bay. About an hour's sail from Nam O, two fishing boats, each carrying a crew of four men, drew up alongside the cargo-boat, and after making fast, the eight men sprang aboard the cargo-boat. Four of the men were armed with revolvers, the others carrying choppers. The crew of the cargo-boat, seven persons in all, including women and children, were warned that something would happen if the least obstruction was put in their way. No opposition was forthcoming, in fact the crew proved a very docile lot, and they were driven into the hold, while two of the pirates stood guard over them. The six other desperadoes searched the ship and secured $18 in silver and notes. This apparently did not satisfy them for they started to work to shift the cargo-boat's cargo. When they had placed sixty cases of kerosene oil into their crafts the pirates left. The cargo-boat continued its journey to Nam O, whither they reported the matter to the Custom house officials, but they said nothing could be done for them as the piratical raid occurred in British waters. The cargo-boat returned to Hongkong, yesterday and communicated with the police at the Central Station. The news was dispatched to all stations for action.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Eitel Friedrich*) 4th inst.
Indian (*Namsang*) 5th inst.
American (*Honghong Maru*) 9th inst.
Indian (*Kumsang*) 14th inst.

The s.s. *Cambodia* left Singapore on 1st inst., afternoon, and may be expected here on 9th inst.

The M. M. Co.'s s.s. *Yarra* left Singapore on 3rd inst., at 2 p.m., for Hongkong *viâ* Saigon.

The Imperial German Mail s.s. *Prinz Sigismund* left Kobe on 2nd inst., at 8 p.m., and may be expected here on 9th inst.

The Java-China-Japan Lijn s.s. *Tiljonas* left Macassar for this port on 28th ult., and may be expected here on 6th inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Shanghai at 9.30 p.m., on 1st inst., and left again at 11 a.m., Sunday, for Nagasaki, where she is due to arrive at 6 a.m., on 4th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

NEWCHWANG RETROCESSION.

JAPAN'S MILITARY EXPENDITURE.

NO APPEALS TO BE ALLOWED.

[*From Our Own Correspondent.*]

Shanghai, 3rd December, 2.40 p.m.

In connection with the retrocession of Newchwang, the Chinese Imperial Government has agreed to recognise the administrative expenditure incurred by Japan during the military administration of the district.

No appeals will be made from decisions arrived at while Newchwang was under the military jurisdiction of the Japanese.

[*Reuter's.*]

The Morocco Trouble.

LONDON, 30th November.

M. Jaures, in the French Chamber, expressed anxiety that the Government was taking action in Morocco without the assent of the Powers, and before the Algeciras act was ratified.

M. Pichon declared that the despatch of warships, which sail to-day, was a precautionary measure. France must protect her citizens in view of the present disturbances.

Later.

Sir Edward Grey, speaking in the House of Commons, said that France and Spain were prepared to take, in an emergency, whatever provisional measures were required pending the constitution of regular police, which was contemplated at Algeciras.

It was not intended to send a British warship to Morocco.

1st December.

The *Temps* states that France has issued a circular to the Powers justifying Franco-Spanish intervention in Morocco, and notifying their action. No objections have been raised anywhere.

Obituary.

The death of Reed, naval instructor (Sir Edward Reed, naval constructor), is announced.

Explosion in a Westphalian Factory.

The Roburite factory at Witten, Westphalia, has suffered from an explosion, by which 40 were killed, and many are missing, 250 injured and 31 hopelessly injured. Two thousand are homeless, and the damage is reported at 2,000,000 marks.

The Kaiser has contributed 25,000 marks to a relief fund.

The Famine in the Volga.

There is intense indignation in the Volga in connection with the famine, owing to a revelation that the Assistant Minister of the Interior, M. Gurko, gave the contract for the supply of wheat to a firm dealing in toilet requisites. The contract was for £400,000 and M. Gurko advanced £80,000.

The wheat was naturally not delivered, and the regular dealers declare that it is now impossible to deliver it in time to save the famine-stricken district.

M. Gurko has refused to give any explanation, except to the Tsar.

Later.

The Tsar has appointed a committee of inquiry into the Volga wheat scandal.

The United States Navy.

It is announced in Washington that the Asiatic Pacific squadrons will shortly be merged into the Pacific fleet, under a flag officer of the highest rank.

BRUTAL ASSAULT.

EUROPEAN WANTED BY THE POLICE.

A European resident, a description of whom the police in the Central district think they have, is being sought after by them on a charge of assault. He was alleged to have seriously assaulted an aged Chinaman who is under treatment in the Government Civil Hospital for an injury he received. The story that was told to the police was to the effect that the European in question was in a ricksha driving along Connaught Road Central, near Pedder Street, yesterday. The aged coolie, who was carrying a load, attempted to pass in front of the ricksha but collided with the coolie. The European, it is alleged, picked up his stick and lashed out at the old man, hitting him over the left eye, causing a gash one and a half inches long. The old man collapsed, but the European continued on his journey. The coolie was found by the police and sent to hospital in an ambulance. "It was almost cowardly assault," said an inspector. "If the stick had struck the coolie an inch lower down, the man's eye would have been knocked out."

CANTON DAY BY DAY.

WIRELESS TELEGRAPHY.

[*From Our Own Correspondent.*]

Canton, 30th November.

With reference to H.E. the Viceroy's intention of installing wireless telegraphy in Canton, his foreign secretary, Mr. Chan Shou Pang, has visited Messrs. Carlowitz and Co., Shameen, and has made all necessary arrangements for the purchase of materials, etc., and has signed a contract with the company to supply the instrument for installation.

LAND *v.* WATER TRANSPORTATION.

Yesterday all the steam towing launches, junks, etc., plying between Fatshan and Canton, ceased running. The cause of their stopping is said to be the opening of the Canton-Samshui Railway. The public mostly now give the preference to the new form of conveyance rather than the old tedious mode of communication, thus inflicting great loss to launch owners and others.

OFFICIAL VISITS.

The Viceroy has within the last few days received a good number of visitors and yesterday he received the teachers of the different schools and colleges of Canton, and the board of directors of the Yuet-han Railway Company.

DELIVERY OF MAILS.

The letter-carriers of the P.O. has been submitted to a great deal of delay through the interference of the guards, warders and other railway officials at Shek Wai Tong, on the Canton-Fatshan Railway. It is reported that the Commissioner of Post has communicated with the Viceroy, advising H.E. to issue a proclamation forbidding the railway officials and guards to in any way delay the mail.

GASOLINE LAMPS.

The shopkeepers of Canton are now all mostly using incandescent gasoline lamps for illuminating their premises. There is a certain amount of danger involved in burning these lamps, through the great heat they produce. Last night at Shap Sam Hong, one of these lamps exploded and set fire to a foreign goods store, but owing to timely assistance the fire was put out. Now the shopkeepers of the said street have vied with one another, to prohibit the use of such lamps on their premises.

A GOOD COUNCILLOR.

H.E. Wu Ting Fang has been staying in the Viceroy's yamên for the last few days. H.E. Viceroy Chow often consults him on official affairs especially foreign affairs and rarely comes to any conclusion without the former official's advice.

DISPOSAL OF BOYCOTT FUNDS.

A meeting of the Boycott Association was held in the Kwong Chai Hospital to-day, to discuss the ways and means of disposing the the funds of the association, which have been accumulated during the period of the boycott of American goods. After discussion it was decided to apply the funds to establish industrial establishments, to manufacture goods that were formerly imported from foreign countries, so as to prevent the commercial interests of the country from flowing out to foreign countries.

EXPORTATION OF RICE.

1st December.

Owing to the high price of rice now ruling at Canton the Canton Chamber of Commerce has petitioned H.E. the Viceroy, to prohibit the export of rice to other provinces and to foreign countries. The Viceroy has issued instructions to the different customs, likin, and other local officials at Canton, Kowloon and Lappa, to strictly prohibit the export of this commodity from any of those ports.

SEVERE PUNISHMENT.

The postman of the Imperial Post Office, who was handed over to the Namhoi Magistrate by the Commissoner of Post, for trial for neglect of duty, in losing a parcel of letters, whilst delivering letters, was tried before the Magistrate. The man admitted the offence and has to forfeit three months' salary from his security and be dismissed.

THE NEW JUDGE.

The new Provincial Judge Chü, who arrived at Hongkong on the 29th ult., went on board the Chinese gunboat *Chan To*, and left for Canton, the same evening; he arrived at Whampoa safely yesterday forenoon. It is reported that he will take over the seal of office on the 5th instant.

OFFICIAL VISITS.

H.E. Viceroy Chow Fu proceeded this morning to the Shameen to visit the different foreign Consuls, and the Commissioners of Customs and Post.

PROTECTION FOR MISSIONARIES.

Yesterday the French Consul-General at Canton lodged a complaint with H.E. the Viceroy, stating that he had received word to the effect that, since the new sub-magistrate of Yeung Kong took over office at that place, he has not taken steps to give the necessary protection to the French missionaries there, and there are frequent rumours that the natives intend to destroy the church and attack the missionaries. The consul requested the Viceroy to give the sub-magistrate orders to afford the missionaries effective protection.

PETITIONS.

The Viceroy has issued a notification stating that henceforth when persons intend to submit petitions to him on any matter, the petitions should be written on printed forms obtainable from the Canton Government Paper Manufactory, otherwise the petitions will not be received. There are two kinds of forms, one for important affairs and one for ordinary affairs. The former form costs $1.00 each and the latter 60 cents each.

CANTON-WHAMPOA RAILWAY.

H.E. Chow Fu is anxious to know all about the working of the Canton-Whampoa railway on which work is now steadily proceeding. H.E. Chow will take an early opportunity to consult with H.E. Chang Pat Sze regarding this railway. H.E. Chang invited the Viceroy, H.E. Wu Ting Fang, H.E. Wu Seung Lum and others to a dinner at the Dutch Folly this afternoon.

PUBLIC GARDEN.

The proposal of the ex-Viceroy Shum to build a public garden after the style of those in foreign countries, on the reclamation ground in Chuen Lung How the east section of the new bund, is favourably commended by Viceroy Chow. The construction of the garden in question is expected to recommence shortly.

A CARRIAGE ROAD.

The building of the Malu from the east gate to Sha Ho and its branch roads from Tung Ming monastery to the north gate is now completed. The contractor accordingly handed it over to the charge of officials on the 29th ultimo.

CEMENT MANUFACTURE.

The right of opening the Fashi Cave quarry in Fa Yuen district, of which the materials can be manufactured into cement, has been taken back by the Government. The other day the Viceroy sent some welyunns to make an inspection and the necessary arrangements.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

THE NEW SCHEME CONFIRMED.

An extraordinary meeting of the shareholders in the above company was held at Shanghai on the 27th ult. The chair was taken by Mr. J. Prentice. There was a large number of shareholders present, representing about 26,000 shares.

The Acting Secretary, read the notice convening the meeting.

The Chairman—Gentlemen, before beginning the business of this meeting I should like to state that the resolutions at the last meeting were in order. We consulted our legal adviser before, and also since that meeting, and we are informed that if you confirm the resolutions at this meeting they can be enforced. There is also another matter, and that is with regard to the report of the committee formed at the last meeting. This report was not signed by Mr. Hardoon, and this appears to have been due to a mistake of the printers. Mr. Hardoon quite agrees with the report. It is now for the gentlemen who moved the resolution at the last meeting to move their confirmation to-day.

Mr. Taylor said that in his speech at the meeting on the 1st inst. he promised that the committee then formed would make a report on which the shareholders could come to their final decision. This had been fulfilled. The shareholders had been invited to elect additional members to this committee, but they had not availed themselves of the opportunity to do so and he therefore concluded they were satisfied with the gentlemen who served. He did not intend to waste any further time. He had only to say that the report was eminently satisfactory to the promoters. Mr. Marshall had been chairman of the committee and any further questions could be addressed to him. He had pleasure in moving that the resolutions passed on November 1, at the extraordinary general meeting of shareholders in this company be and are hereby confirmed.

Mr. Cecil Holliday seconded.

Mr. Nielsen said he only wished to ask one or two questions. Mr. Taylor had referred the shareholders to Mr. Marshall, and he desired to ask Mr. Marshall, as agent of the P. & O.; Mr. Batham, as agent for the Glen steamers, and Mr. Bridou, as agent of the Messageries Maritimes, if they would legally and individually undertake to support this new godown company. Business was business, and he wished to know whether they were prepared to sign a legal agreement (loud laughter) binding them to support the new godown company (cries of "rubbish", "sit down," and loud laughter). As Mr. Marshall had been put forward as the chairman of this committee he would like him to assure the shareholders of his company's certain support. Otherwise, they might say that they were forced, if they wished to do business as shipping people, to say they were sorry, but they would have to go elsewhere. (Ironical cheers.)

The Chairman said he thought that the question addressed to Mr. Marshall was a most unfair one. It was entirely out of order. (Applause). He would leave it to the meeting to decide whether it was in order or not. He ruled it out of order.

On a show of hands the meeting was almost unanimously against the question and in support of the Chairman's ruling.

Mr. Nielsen said that the question the shareholders had now to decide was a most important one. For himself, and on behalf of those for whom he held proxies, he declared himself strongly opposed to the new scheme. He fullest discussion of the matter should be allowed. He only held five shares himself (laughter). He predicted absolute ruination for this scheme. He had gone to some little trouble about the matter and had asked many firms what their action would be in regard to this new godown campany. In nearly every instance they said they would advise their connexions at home to ship their goods by steamers which landed their cargo to Shanghai. There had been a great deal of discussion on the subject in the newspapers, and anyone who was a shareholder and a sensible man must have followed the discussion. When the scheme was first proposed it was said that twelve godowns were to be built and that the capital would eventually be Tls. 3,000,000. It was now said that eventually 16,000 shares would be issued, and the capital would therefore be Tls. 2,600,000. When he heard of the proposal he said to himself, here are Mr. Marshall and Mr. Batham connected with the scheme, and they probably knew no more about godowns than he did. Taking the figures in the report of the committee for granted he wished to show the shareholders what the cubic capacity of the godowns really would be. He had circulated a plan of the Old Dock property, which was not drawn to scale, and might be a few inches out, but to which he now wished to refer those present. Mr. Nielsen then, with the aid of a board and chalk, demonstrated that the entire superficial area available for godowns on the west side of the Dock would be 41 feet by 400 feet, i.e. 16,400 sq. ft. There were to be four floors to each godown, making the entire floor space on this side 65,600 sq. ft. The measurements he had given were correct. He had made them himself.

The Chairman asked who had given him permission to make the measurements.

Mr. Nielsen said that he had not asked permission. He was a shareholder. On the other side of the dock the superficial area available for godowns was, allowing room for passage ways, 138 ft., by 370 ft., that was 51,060 sq. ft. These godowns would also have four storeys, making a total superficial area of 204,240 sq. ft. Five weeks previously he had known nothing about godowns, but he had been getting up at 3 a.m. to study the subject; and he was now able to give an opinion as to the storage capacity of these floors. It really did not matter whether each floor of a godown was as high as the room they were in or 100 feet high. It really did not matter, as long as the floors were at least fifteen to twenty feet high in order to give sufficient room. The most that could possibly be stored on one floor was nine feet of cargo. (Mr. Nielsen here came up to the directors' table, and produced several boxes of toy bricks, marbles, soldiers, and other nicknacks, with which he proceeded to demonstrate how cargo was stored on each floor.) A steamer probably brought in fifty different kinds of cargo. A godown could possibly be stuffed full, if all the cargo belonged to one consignee. It had to be arranged so that it could be worked, either by coolies or electricity. The shareholders might think it would give them the cubic capacity of their godowns if the superficial area were merely multiplied by nine, but he was going to show them that this was not the case at all. There must be passage ways between the cargo in order that it could be worked. If they consulted a professional man on the subject they would be told that these passage ways involved a loss of space of 30 per cent. If heavy cargo were stored to the height of nine feet it was probable that a good many people would be killed in working it. It was not safe to store cargo to a greater height than seven feet, whether it is worked by coolies or electricity. Then the passages were by no means so clean as appeared from the blocks he had been using. There was what was known to godown people as loss of stowage. All the cargo belonging to one firm had to be kept together. It was probably all shapes and sizes and would occupy an enormous space. Nothing else could be piled on the top of this cargo. He would now explain what loss of stowage meant. On the western side of the dock the total floor space would be 65,000 sq. It might be piled nine feet high at the most, and he would take seven feet as being the average, though it was the most that could be stored. Multiplying the floor space by nine it would be found that the cubic capacity on that side of the dock would be 459,200 cub. ft. From this 30 per cent had to be deducted for passage ways, and an additional 20 per cent for stowage loss. (Loud laughter.) That was 229,600 cub. ft. On the other side the same proportionate reductions had to be made, and it would be found that the total cubic capacity of the proposed godowns on both sides of the dock would work out at 92,140 cub. ft. There was another question. A bale of yarn occupied about 15 cub. ft. Therefore if all the floors were chock ablock full of yarn the most that could be stored, and he was then setting the figures too high owing to a miscalculation on his own paper, would be 64,252 bales. That was without allowing room for sorting, and the bales, to be stored in this way, would all have to belong to one merchant. If, in the ordinary course, room for sorting was not allowed there would be trouble with the consignees. A bale of 440 lbs paid nine candereens per month for godown storage, and this worked out at Tls. 5,782.16, and there would have to be a discount of 25 per cent for competition, leaving for the entire storage for a year Tls. 52,044.12. Out of this sum taxes and other expenses would have to be paid, and nothing could be realized for wharfage on the Old Dock property. He considered the starting of such a company would be absolutely ruinous.

Dr. Gilbert Reid said that he had not much to say. The facts presented at this meeting agreed with those presented at the former meeting by the promoters. There was no variation. The cubic capacity, the cost, the money required, and the income expected were all the same as in the document presented at the last meeting; the dividend was expected to be 14 per cent, the question of paying interest on the debentures having been omitted. Now the dividend was put down at 10 per cent, and 7 per cent was to be paid for debentures. He was not an expert, but he had made comparisons with a company whose property adjoined part of the proposed godown company. He referred to the reports of the Yangtze Godown Company, and found that last year they had paid 18 per cent. The profits were Tls. 55,000 and understood that about half of them came from the wharves. This company had wharf frontage of something like 600 feet, and if the wharf at the Old Dock was eliminated the proposed company would have on the other side of the river a frontage of about 1,150 ft. If the Yangtze Company made Tls. 27,500 from their wharves, the proposed company might make Tls. 55,000 from theirs. The eight godowns of the Yangtze Company brought in about Tls. 27,500 profit. Two of their godowns were three-storied, and the rest had only one storey. He had reckoned half the cubic capacity of the Yangtze godowns to be the storage capacity, and this worked out at 730,000 cubic ft. According to this statement the payment per cubic foot per month was 1/3 Tls. cent, or four cents per annum. In the report of the proposed company the rate was to be Tls. ¾ cents per month, or Tls. 0.09 per annum. The godowns of the Yangtze Company with a storage capacity of 730,000 cub. ft. brought in a profit of Tls. 27,50 per annum. The godown capacity of the proposed company, storing cargo 9 ft. high, was to be 6,300,000 cub. ft. It has been stated, however, that the height to which cargo could be stored was only seven feet. If this were so the cubic capacity of the proposed godowns would be 4,900,000 cub. ft. According to the committee the ground floor would not be used for storing goods, and one quarter of the cubic capacity therefore had to be deducted, leaving the total capacity at 3,650,000 cub. ft. Then half had to be deducted from this as proposed, 30 per cent for passage ways, and 20 per cent for stowage loss, which was practically what the committee reported. The actual net storage capacity of the proposed godowns therefore would be 1,875,000 cub. ft., and calculating the receipts on the same basis as those on which the Yangtze Godown Company paid their dividend of 18 per cent last year—4 cents per cubic foot per annum—the receipts would be Tls. 75,000. Adding to this the wharfage receipts calculated at Tls. 55,000 the total income of the company would be Tls. 130,000. From this sum Tls. 85,400 had to be deducted for interest, and Tls. 44,600 would be left to pay to the shareholders. Now it had to be remembered that

[*Continued on page 6.*]

TAOTAI SHUM TUNG

AND HIS BROTHER

[*From a Correspondent.*]

Canton, 2nd December.

H.E. Chow Fu, appreciating the ability of Taotai Shum Tung has appointed him to the post of Chief Organizing Military officer of the two Kwang. It is understood that H.E. Chow hopes that this appointment will be the means of suppressing crime to a very great extent in those provinces.

Upon this appointment being made Shum Leung Im, an elder brother of Taotai Shum Tung, applied to H.E. Chow for a position in some official capacity in H.E.'s yamên. H.E. Chow sent for Shum Leung Im, and was surprised and pleased to find what a very good knowledge of the English language he possessed, he being able to both speak and write that language fluently. Seeing this H.E. Chow immediately appointed Shum Leung Im to be one of his under-secretaries.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—National Banks $47, Union Insurance $762½, Kowloon Wharves $91, Hongkong Land $104, China Providents $9.15, Cements $19½, Electrics $15, Watsons $11.60.

Sellers:—Hongkong Banks 180£, London £93.5, Cantons $300, China Fires $95, Macao Steamboats $27½, China and Manilas $23, Douglases $40, Shell Transports 31/-, Raubs $8¾, Hongkong Docks $150, Hongkong Lands $105, West Points $50, Humphreys Estate $11¼, Hongkong Cottons $13, China Borneos $10, Ices $236, Ropes $23, China Light and Power $10, Powells $8.

Sales:—China Providents $9.15.

Nominal:—Hongkong Fires $335, Indo-chinas $80, China Sugars $140, Shanghai Docks Tls. 105, Hongkew Wharves Tls. 230, Hongkong Hotels $112½, Dairy Farms $17, Tramways $215.

TO-DAY'S EXCHANGE.

Selling	
London—Bank T.T.	2/3 3/16
Do. demand	2/3¼
Do. 4 months' sight	2/3 11/16
France—Bank T.T.	2.86
America—Bank T.T.	55
Germany—Bank T.T.	2.32
India T.T.	168¼
Do. demand	168¾
Shanghai—Bank T.T.	72
Singapore T.T.	2¼ % prem.
Japan—Bank T.T.	111¼
Java—Bank T.T.	137
Buying	
4 months' sight L/C.	2/3⅛
6 months' sight L/C.	2/4
30 days' sight San Francisco & New York	55½
4 months' sight do.	56½
30 days' sight Sydney and Melbourne	2.4½
4 months' sight France	2.91
6 months' sight ,,	2.92½
4 months' sight Germany	2.38
Bar Silver	32½
Bank of England rate	6%
Sovereign	8.77

To-day's Advertisements.

FOR SALE.

TWO SINGLE-ENDED RETURN TUBULAR MARINE BOILERS by LEES, ANDERSON & Co., 11 feet × 9 feet, in Good Condition.

Apply to—

"A. J.,"

Hongkong Telegraph Office.

Hongkong, 3rd December, 1906. [1162

THE H. A. L. Steamship

"HOHENSTAUFEN,"

Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd December, 1906. [1161

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

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THE Company's Steamship

"YARRA,"

Captain Sellier, will be despatched as above, on or about MONDAY, the 10th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd December, 1906. [11

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG"...1,238...H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey..$5 {(Servant excluded).

Meals.....$1 each.

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Hongkong, 7th November, 1906. [1075

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THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

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LARGE AND VARIED ASSORTMENT.

MUSIC.

Comic Opera Scores and Dance Music.

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Hongkong, 29th November, 1906. [38

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KING EDWARD VII.

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Per Case 12 Bottles $57.00

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Luxury—Speed—Punctuality.

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11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

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R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	THURSDAY, December 20th	January 7th
"TARTAR"	4,425	WEDNESDAY, January 9th	February 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPRESS OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882	WEDNESDAY, February 20th	March 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

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Hongkong, 30th November, 1906. *Corner Pedder Street and Praya.* [13

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	*LAISANG* *	TUESDAY, 4th Dec., 3 P.M.
SHANGHAI	*HANGSANG* †	WEDNESDAY, 5th Dec., D'light.
MANILA	*YUENSANG* *	FRIDAY, 7th Dec., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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Hongkong, 3rd December, 1906. [6

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
MANILA	"TAMING" *	4th December.
SHANGHAI	"LIANGCHOW" †	4th "
SHANGHAI	"HANGCHOW" †	5th "
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YOKOHAMA and KOBE	"CHANGSHA"	13th "

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Hongkong, 3rd December, 1906. [9

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Dec., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 15th Dec., at Noon.

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SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th November, 1906. [7

HONGKONG—NEW YORK.

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FOR NEW YORK via PORTS AND SUEZ CANAL.
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Outward.

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HOHENSTAUFEN ... 5th December.
AMBRIA ... 5th December.
SPEZIA ... 15th December.
SAMBIA ... 29th December.
SILESIA ... 2nd January.
SCANDIA ... 1st February.
HABSBURG ... 3rd March.
RHENANIA ... 1st April.
FOR SHANGHAI & CHINKIANG.
KOWLOON ... 5th Dec., 4 P.M.
FOR CALCUTTA.
ARCADIA ... 7th December.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SITHONIA ... 4th December.
RHENANIA ... 14th December.
C. FERD. LAEISZ ... 23rd December.
ANDALUSIA ... 3rd January.
HOHENSTAUFEN ... 11th January.
SPEZIA ... 25th January.
SILESIA ... 8th February.
SCANDIA ... 22nd March.
HABSBURG ... 5th April.

Hongkong, 3rd December, 1906. [1138

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"

Captain Woolfenden, will be despatched as above, on FRIDAY, 7th December, 1906.

For Freight, apply to

McGREGOR BROS. & GOW.

Hongkong, 22nd November, 1906. [1125

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSDA,
Manager,
York Building.

Hongkong, 14th November, 1906 [848

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for purity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Medicine Vendors throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [Q

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January 1902. [62

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1902. [61

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour—

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the celebrated life-reviving tonic.

THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored,

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION is sold by the principal Chemists throughout the world. Price in England 2/9 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [Q

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS.

THEY contain 20 % of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 12th June, 1906. [64

Ships Passed The Canal.

3rd November—*Gneisenau, Bingo Maru, Polynesien, Kanagawa Maru.* 6th November—*Ambria, China, Hohenstaufen, Cyclops.* 10th November—*Machaon, Nubia, Oceanien, Ping Suey, Slavonia.* 13th November—*Bencleuch, Suevia, Benavon, Sophie Rickmers, Christiania, Indrasamha, Prinz Eitel Friedrich.* 17th November—*Achilles, Glenlochy, Indramayo, Kintuck, Palermo, Yarra, Wakasa Maru, Radnorshire, Kawachi Maru, Sikh, Prinz Ludwig,* 20th November—*Bengloe, Silesia,* (Aus.) *Awaji Maru, Carnarvon, Senegambia, Rasbera.* 24th November—*Benlawers, Borneo, Kowang Si, Moyune, Patroclus, Tourane, Erroll, Caesar, Longsor.* 27th November—*Benarty, Calchas, Glenesk, Manila, Seydlitz.* 30th November—*Candia, Salazie, Hakata Maru, Awa Maru.*

Arrivals at Home—3rd November—*Prinz Heinrich, Saxonia.* 6th November—*Pelaus, John Hardie.* 10th Nov.—*Gneisenau.* 13th November—*Atholl, Foxley, Telamon, Octana, Albenga, Socotra.* 17th November—*Helvetia, Oceanien, Scandia.* 20th November—*Cyclops, Machaon, Bingo Maru.* 24th November—*Prinz Ludwig, Kawachi Maru.* 27th November—*Radnorshire, Tourane.* 30th November—*Silesia,* (Aus.)

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

[Continued from page 5]

the business of these godowns had been unusually favourable for the past two years. The godowns had been crowded and higher rates were therefore charged. Merchants were therefore anxious to find other godowns at lower rates. But what was wanted was not more godowns in Shanghai, but a chance of sending out these goods to all parts of China. Goods were at present stored here in such large quantities owing to the American boycott and the state of trade in Manchuria. He had shown what the proposed company might make on the same basis as the Yangtze Godown Company, and it might be said that only a few experts really knew anything about the matter. Architects and engineers might prepare plans and facts, but the shareholders could utilize them, whether they were merchants or parsons. It did not seem possible that in years to come the proposed company would make half as much as the company with which he had been making comparisons. He was opposed to the scheme on the simple ground that it had originated with some of the shareholders, and not with the directors, who were elected to manage the company. New blood had been brought in, and there were now capable and experienced men on the Board to look after the shareholders' interests. The directors had not supported the scheme, but merely told the shareholders to decide for themselves. Then there was the legal aspect of the matter. He referred to the Articles of Association, and submitted that it was not legal to make shareholders in the Dock Company part with a portion of their shares for a share in another company in which they were not interested. According to the Articles of Association the Dock Company could carry on a godown business. If some people wanted to start a godown company they had a perfect right to do so, but they had no right to compel shareholders in the Dock and Engineering Company to take Tls. 25 shares in a company in which they had no interest and did not wish to speculate. He was perfectly satisfied, though times were bad and the dividends small, to keep his shares where they were, and he was quite willing too for the directors to spend money in improving the company's property. But he was not willing, and did not propose to turn over Tls. 25 of his shares to this new company. As a shareholder of the Dock Company he thought it would be a very good thing to sell the Old Dock property for Tls. 1,380,000. As a shareholder in the proposed new company he had his doubts. On the one side he thought it was all right to sell, and on the other he would turn and say, if it was suggested that he should buy, "no can do." (Laughter.) The debentures, he thought, might be taken up with a fine prospect of getting the whole of the Old Dock property into the holders' hands within a few years. Therefore he was not going into this new scheme. He had had all the speculation he wanted, and did not intend to have any more. He suspected that this scheme originally came from the colossal brain of Mr. Twenty-man. (Laughter.) It might be a good scheme, but every man had equal rights, and speaking as a parson he was a pessimist, and agnostic, and an unbeliever where this scheme was concerned. (Laughter and applause).

Mr. Nielsen said he had one more question to ask. He had received a letter from a friend which contained the following. He did not know whether the statements there made were true. They might be all nonsense, and if the promoters said there was nothing in them he would take their word. Unless they did so he, and he thought the rest of the shareholders too, would draw his own conclusions from the answer. The extract was:

. . . "The promoters of the scheme, and afterwards their Committee, have approached the Hongkong and Shanghai Bank with a view to take up their debentures, and the Bank expressed willingness to take the entire issue, if, on investigation, it found prospects satisfactory.

Note: The Bank, an independent and disinterested authority, with every desire to help, has, on careful investigation, found their figures and conclusions absolutely untrustworthy; that the prospect of the New Company are the flimsiest; and that it would not be safe for the Bank to risk its money on such a wildcat proposition."

Now, Mr. Chairman and gentlemen, I put it to Mr. Marshall and the rest of the Committee whether they will deny this statement. If they deny it, there is no more to be said about it; on the other hand, if they do not contradict this statement I for one, and I dare say the majority of you, Gentlemen, will draw your own conclusion.

Mr. Marshall said that he would briefly reply to the remarks made with regard to the Committee's report. With regard to Mr. Nielsen's remarks as to the distance from Shanghai of the Pootung property he would only say that several other companies were nearly as far away, and when the tramway was running to the Point no doubt a ferry service would be established, and the property would not be so inaccessible. Mr. Nielsen had referred to the capacity of the proposed godowns. The Committee had before them plans which were drawn to scale by Messrs. Scott and Carter and R. B. Moorhead. These plans showed that the figures given at the last meeting were correct. He did not intend to go fully into Mr. Nielsen's plan, but he might say that the allowance for loss of stowage of 50 per cent was a very full one, and if the report of the committee was referred to it would be seen that half of the cubic capacity of the godowns had been deducted. Mr. Reid had referred to the dividend of the new company, and if the shareholders referred to the report of the committee it would be seen that the figures given there were the same as those mentioned by Mr. Taylor at the last meeting. The Committee considered that a dividend of 10 per cent was all the Company would want to pay in the first instance. That was what was put down therefore, and it left a balance of Tls. 62,500, or nearly another 5 per cent. He noticed that all who had opposed this scheme had invariably misled the shareholders with regard to the figures. Dr. Reid had mentioned nothing about this balance.

Dr. Reid said he was quite willing to admit it was down.

Mr. Marshall said he accepted Dr. Reid's apology. The Committee had not time since the last meeting to arrange about the debenture issue, and did not consider they had had sufficient time to make a definite report on the matter. It must remain over until they had had more time. At present they were in treaty with several firms and institutions, and he had no doubt that the debenture money would be found when required. (Applause.) He only wished to say with regard to the debentures that all the money would not be required at once. Tls. 80,000 per month was all the architects estimated would be required. Until the resolution before the meeting was passed it was impossible for the Committee to do much more than they had done. If the resolution passed the Committee would deal with it in the best way they could.

Mr. H. Keswick said that the position had been chiefly discussed from the point of view of the proposed company. As they knew he was very much interested in wharf companies, and he did not propose to enlighten his hearers on any subject connected with their business. He was present as a shareholder in the Dock Company. He thought the meeting had lost sight of their interest as Dock shareholders. The dividends paid by the Dock had not been such as they would have liked to have seen, and they would not be good in future unless the capital were reduced. They had at hand the means of reducing the capital of their company by getting rid of some of the property they now had. If this property were sold they would be able to reduce their capital. Thereby the earning of the Dock Company would not be decreased, and they would have less capital to pay interest on. He did not speak thus because he feared competition. Shanghai was increasing in size and the present godown companies could not expect to retain a monopoly. At first the proposal was that those who preferred their Tls. 25 in cash in lieu of scrip might get it, and he then thought the scheme an exceedingly good one. Unfortunately it had not materialized, and they were now placed in the position of having to vote one way or the other. It was a question whether they were prepared to take an interest in a problematical scheme and accept Tls. 25 on paper, when they might do better by receiving Tls. 15 or even Tls. 10 in cash. The scheme had been discussed entirely from the wharfingers' point of view, and he wanted them to consider it from the point of view of shareholders in the Dock Company.

Mr. Nielsen said that Mr. Marshall had stated the Committee had allowed fifty per cent from the cubic capacity of the godowns. That was not the point. The deduction should have been 50 per cent. from the stowage capacity, which was a very different thing. They must remember that it was from the stowage capacity that they had to deduct 50 per cent.

The Chairman called attention to the fact that no amendment had been proposed, and put the resolution, proposed by Mr. Taylor, seconded by Mr. Holliday, as follows:—

That the resolutions passed at the Extraordinary General Meeting of shareholders of this company held on the 1st of November last be and are hereby confirmed.

On a show of hands the resolution was declared carried by 38 to 23.

Dr. Reid—Mr. Chairman.—

Mr. Taylor—The majority seems rather narrow; it might be more satisfactory if we had a poll.

Dr. Reid.—I second the motion.

Mr. Taylor—I demand it.

The Chairman—I have the right to appoint one scrutineer. I appoint Mr. Brodie Clarke. You, Mr. Taylor, have the right to appoint the other.

Mr. Taylor—I appoint Mr. H.H. Read.

The Chairman announced the result of the poll to be—

In favour of the resolution, 23,238 shares.
Against... " " 2,723 "

Majority for..... 20,515 "

The meeting terminated with a vote of thanks to the Chairman.—*N. C. D. News.*

"INDIAN TRADE AND MANDARIN 'MAKE-BELIEVE.'"

When, just before Parliament rose, the Prime Minister was asked "if he intended to give effect to the vote of the House of Commons against the opium traffic between India and China," he replied that "he did not expect that legislation would be required to give effect to such measures as the Government might consider expedient." Since then—allowing for the considerable time consumed in communications when Mandarins are concerned—there has come an "echo" from Peking in the shape of the Imperial Edict of September 22 last, expressing "the determination of the Dragon Throne to eradicate the evil effects produced by the widespread use of opium," and ordering the abolition of the use of both the foreign and native product within ten years. Now, as the credit of recommending the issue of the Edict is given to the reformers and certain members of the late "Mission" that recently visited London, it is easy to understand that the "righteous over-much" party virtually in power here are anxious to co-operate in the good work, the Government being as completely gulled by this piece of Mandarin make-believe as they were, or choose to appear to have been, by the last piece of it regarding the Maritime Customs control. Then, too, has not Little England's original organ announced that Peking intends to assemble a Duma "of sorts" some day, and to grant, in about fifteen years' time, or some day, a beautiful new paper Constitution—nay, according to the latest "L. E." daily, not only one but eighteen beautiful new Constitutions! Surely all this, therefore, as astute

Peking probably perceives, will count for much when a policy of meekness and patience is being advocated by Little England as "correct" in regard to broken treaties, injured interests, cancelled concessions, and jeopardised investments, to say nothing of attacks on the lives and property of our unlucky countrymen in the Chinese Empire, for these are only British white folk whom our humanitarian rulers apparently have no sympathy to waste upon. But there is another side to the question of the Indian opium trade—and fortunately "audi alteram partem" is still the motto of many of my countrymen who are found outside the tabernacle. Also in presenting the reverse side of the shield certain popular fallacies need exposing. The stock phrase that "grasping Indian traders first debauched China with the vile drug," for instance, is just a—well, fairy tale; for long before our China merchants dealt in—or our Indian fellow-subjects grew—the drug, Persian opium was imported into China by the Arabs. Neither was "choice Patna" ever forced upon the reluctant Mandarin—whether smoker or non-smoker—for the "legitimate" trade—that is, that which brought him a heavy squeeze, was always welcome. When this was not forthcoming it was considered smuggling—hence the so-called "Opium Wars" of '49 and '56. Besides, smugeling not only brought Mandarindom no half-pence, but actually inflicted many kicks in lieu thereof. For one of the most fertile causes of internal as well as international trouble for China during the last three-quarters of a century has ever been the opium smuggler. But as to this aspect of the case, something more must be said later on, because the "good old days" of smuggling may return. Then, too, reckless misstatements have quite recently appeared in the Radical Press regarding India's share of China's opium supply. The following, a mild specimen of these, is taken from one of those journals which should be better informed: "The greater part of the opium consumed in China, and that of the best quality, is imported from British India!" Now, if we refer to what the returns attached to the annual report by the Statistical Secretary of the Imperial Maritime Customs state with regard to this, we find that the Indian opium imported in 1905 was as follows:—

Amount in piculs (about 1,680 to the ton), 51,890.

Value in Haikwan taels, 34,070,021.

Now, let it be noted that these figures show a decrease in the value of this import of nearly 8 per cent. on the previous year's return, that for 1904 being as under:—

Amount in piculs, 54,766.

Value in Haikwan taels, 37,094,17.

But the opium grown in China amounts to 500,000 peculs. So that taking into consideration the higher value of the better article from India, that country is responsible for rather over 9½ piculs only out of every 100 piculs consumed by the Chinese votaries of the opium lamp! Or, in plain English and round numbers, rather less than 3,000 ton of every 30,000 tons of opium required for the Chinese market! When, too, we come to the "cruel injustice" and "bitter wrong" accusations "re" India's part of the traffic, we directly discover that this exactly describes the action of Chinese officialdom in promoting the continual conversion of large areas of (formerly) food-producing districts into fields of red poppies—because the opium crop, being little less than a Mandarin monopoly, the insatiable greed of these harpies causes them to view quite complacently the misery or even actual famine resulting from such a disastrous course. They, meanwhile, are hankering after the additional squeeze that could be obtained from the small proportion of the drug India still supplies and which is used by the better class of smokers, of whom the great majority indulges in moderation, so far as I have observed, if only because any excessive indulgence in it would result in commercial ruin. That the new Edict will little disquiet the "mandarin monopolists" goes without saying, for they have seen that kind of Edict several times before, and the same may be said as to the opium-smoking public, to whom it is addressed, and the keepers of the opium shops that it expresses an intention to close—in ten years' time! With these the mild sensation that its discussion will produce will have no reference to this latest edition of the "old custom" of "make-believe," but to the question of whether the new regulations will make smuggling once more the only means of obtaining the "best Patna," and if so what difference that will make in its price. Now as to what the measures may be that our present Government "may consider it expedient" to take against the Indian opium trade, of course, those who are not in its confidence will be kept in the dark as long as possible, but that the enormous prices that wealthy Chinese will pay rather than forego their regular supply of "Patna," will create a smuggling trade there can be little doubt. What that would mean let me give an instance of. Now there has always been a smuggling "difficulty" between the Mandarins of Canton, China's southern capital, and the authorities of the Portuguese colony of Macao, some forty miles from it. Here, too, the writ of "Hak-Ta-yén," in the south more commonly and less politely styled "Ha'at Devil," does not run—so his revenue cruisers can but look and long. Indeed, in the year '72 (if I recollect rightly) a regular "naval battle" took place near there, the combatants on one side being some forty smuggling launches (there is one enterprising confederacy that owns, or used to own, no less than eighty of these fast and handy little craft, which are usually decked, and at least sixty or seventy, and sometimes even eighty or ninety feet long, and are also good sea-boats), and on the other the native smugglers' mortal enemy, the Chinese Native Customs. The "sea-fight" raged for two days, and then, I believe, ended in a drawn battle, although there were—so it was said—Europeans fighting for both sides. A frequent sight then, too, on the broad Chinese rivers was the long, narrow-beamed hull, sitting low in the water, of a native opium-smoking craft, fitted with sweeps to work them by in a calm, which their numerous crews made easy. Their crews numbered from two to three hundred men, whilst on each broadside ten or twelve long eighteens were visible—the "first battery guns" (being usually 24 or 12-pounders. These fast "lorchas" (that is, half schooner, half junk) made large sums at the game, and would fight the Mandarin's sailing craft to the death. Upon occasion, too, they would (especially at night) combine to fight a gunboat; whilst when trade was dull and a rebellion "on" in the "Red Kwang," they might take a hand, or even now and again under strong temptation do a little pirating. These are the good old times that will return and breed "complication" when penalties and restrictions are imposed on our Indian opium trade. For even our "humanitarian" cranks would, one supposes, scarcely venture to destroy the trade suddenly, stock, lock, and by so doing entail starvation upon the luckless population of whole districts in India. All for what, too? To stop a trade we do not approve of? Not a bit of it! If we brush aside all shams and "make-believe" we find that it is just in order to endow a class of Chinese officials with no less a sum than about fifty millions of dollars annually.

That will, indeed, be an achievement that the "Tabernacle" might be proud of! For even if there were any reliance to be placed upon the recent Edict, the idea that the enormous numbers of opium smokers amongst China's four hundred millions of people, who have been so long wedded to the habit, could possibly be cured of their pet vice in ten years is preposterous. Even where quite other conditions prevail, in Formosa, where, too, the Government is a most efficient one, and wise measures are being enforced by Japanese officials keenly interested in this excellent work, where, too, there is a Chinese population to deal with of only about three millions, which in 1897 contained but 180,000 known opium smokers, there are still to-day, after nearly ten years (the time the Emperor of China allows for all opium smoking to cease), 110,000 smokers left! So that the former total has only been reduced by about one third. Hence the Japanese calculate that thirty years will be required to root out the evil in Formosa entirely!—for any sudden and drastic change would only end in great loss of life; though that is a consideration which would little trouble Mandarindom were it not, generally, in the same (opium) boat. But even if thirty years could suffice to cure the Chinese people of "the habit," and the Indian opium trade should in future only shrink at the rate of, say, five per cent. per annum, still, in twenty years' time it would, if let alone, become extinct; whilst the land and labour at present devoted to the cultivation of the poppy will have been diverted gradually into other directions. Now, therefore, this is distinctly a case where that policy of "masterly inactivity," so dear to the British Mandarin's heart, would for once be a wise one, and we might even venture to hope that "C.-B.'s" Cabinet would adopt it—were there any signs that wisdom had anything in common with the political ideals of the bigoted and ignorant clique that seems usually to dictate that Cabinet's policy.—W. F. in *Pall Mall Gazette.*

Shipping.

Arrivals.

Shinano Maru, Jap. s.s., 6,387, K. Kawara, 2nd Dec.,—Seattle 30th Oct., Gen.—N. Y. K.

Sithonia, Ger. s.s., 4,239, Brehmer, 2nd Dec.,—Amoy 1st Dec., Gen.—H. A. L.

Michael Jebsen, Ger. s.s., 951, H. Bendixen 2nd Dec.,—Hoihow 1st Dec., Rice.—J. & Co.

Cranley, Br. s.s., 2,937, W. E. Steele, 2nd Dec.,—Chefoo and Ching-wan-tao 27th Nov., Ballast.—G. L. & Co.

Devawongse, Ger. s.s., 1,057, T. V. Bruhn, 2nd Dec.,—Swatow 1st Dec., Rice.—B. & S.

Zoroaster, Br. s.s., 2,381, J. Ewan, 2nd Dec.,—Moji 25th Nov., Coals.—B. & Co.

Bombay Maru, Jap. s.s., 3,308, S. Ishikawa, 2nd Dec.,—Bombay via Colombo and Singapore 10th Nov., Gen.—N. Y. K.

Hoihow, Br. s.s., 895, W. D. Brymer, 2nd Dec.,—Chefoo 26th Nov., Beans, &c.—B. & S.

Hangsang, Br. s.s., 1,356, S. Wilde, 2nd Dec.,—Canton 1st Dec., Gen.—J., M. & Co.

Hangchow, Br. s.s., 990, Mawley, 2nd Dec.,—Canton 1st Dec., Gen.—B. & S.

Meefoo, Ch. s.s., 1,338, J. McArthur, 2nd Dec.,—Canton 1st Dec., Gen.—C. M. S. N. Co.

Liangchow, Br. s.s., 1,215, H. Harder, 2nd Dec.,—Canton 2nd Dec., Gen.—B. & S.

Hohenstaufen, Ger. s.s., 4,075, F. Jager, 2nd Dec.,—Singapore 26th Nov., Gen.—H. A. L.

Proteus, Nor. s.s., 1,074, N. C. Krabbe, 2nd Dec.,—Bangkok 22nd Nov., and Hoihow 1st Dec., Rice and Gen.—N. Y. K.

Hanoi, Fr. s.s., 739, P. Merlees, 2nd Dec.,—Haiphong and Hoihow 1st Dec., Gen.—A. R. M.

Anghin, Ger. s.s., 1,218, Chr. Kümpel, 3rd Dec.,—Bangkok 23rd Nov., and Hoihow 1st Dec., Rice.—B. & S.

Queen Alexandra, Br. s.s., Leslie, 3rd Dec.,—Sydney 29th Nov., Gen.—S., T. & Co.

Choysang, Br. s.s., 1,424, A. E. Sandbach, 3rd Dec.,—Shanghai and Swatow 29th Nov., Gen.—J., M. & Co.

Newby Hall, Br. s.s., 2,840, A. Buck, 3rd Dec.,—New York 11th Oct., Case Oil.—Order.

Clearances at the Harbour Office.

Kohsichang, for Swatow.
Haitan, for Swatow.
Winsang, for Shanghai.
Bombay Maru, for Shanghai.
Sithonia, for Singapore.
Kongmun, for Macao.
Choysang, for Canton.
Hangchow, for Shanghai.
Tsinan, for Manila.
Hoihow, for Canton.

Departures.

Dec. 2.

Kosmun, for Shanghai.
Etone, for Swatow.
Joshin Maru, for Swatow.
Indravelli, for Port Pire.

Dec. 3.

Kosichang, for Bangkok.
Telemachus, for Saigon.
Karin, for Haiphong.
Triumph, for Canton.
Hoihow, for Canton.
Bombay Maru, for Shanghai.
Tsinan, for Australian Ports.
Wingsang, for Shanghai.

Passengers arrived.

Per *Sithonia*, from Amoy—, 50 Chinese.

Per *Proteus*, from Hoihow—1 8 Chinese.

Per *Cranley*, from Ching-wan-tao—Capt. Colson, and 2,[illegible]36 Chinese.

Per *Choysang*, from Shanghai, &c.—Messrs. Smith, Farewell and Chabrieres.

Per *Hohenstaufen*, from Singapore—Messrs. Sa Madeiros, Bashas, Dr. Loureira, Messrs. Jaeger, Ollandt, Hellinghusen, Shroberker, Gramms, Langduje, and 851 Chinese.

Per *Shinano Maru*, from Seattle—Mr. and Mrs. C. G. Colton, Mr. C. G. Miner, Mrs. C. G. Ford, Miss M. Rank, Messrs. Y. Hener, W. Hensen, W. A. G. Clark, Sacke, C. Collett, K. Minagawa, Kawwang, M. Hasegawa, R. E. Gravley and O. Joosule.

Passengers departed.

Per *Kanagawa Maru*, for Shanghai, &c.—Major-General Tasaka, Mr. M. Akiyama, Inspector Surgeon U. Haga, Inspector Paymaster T. Yano, Messrs. C. Morse, G. Harris, Dr. H. Arai, Messrs. H. Kato, S. Watanabe, Kum Sik Che, Mrs. Y. Nomura, and Mr. Sasagawa.

Shipping Reports.

Str. *Anghin* from Bangkok, &c.:—Very strong and heavy sea.

Str. *Zoroaster* from Moji:—Light North to East winds and slight sea.

Str. *Sithonia* from Amoy:—Had good weather, NS. winds and moderate sea.

Str. *Choysang* from Shanghai, &c.:—Experienced light to moderate NNE. winds and fine clear weather as far as Swatow; from thence ENE. breeze moderate force sea smooth throughout.

Vessels in Port

STEAMERS.

Acara, Br. s.s., 3,174, A. Smith, 23rd Nov.,—New York 29th Sept., Case Oil.—S. O. Co.

Bellerophon, Br. s.s., 1,727, T. Bartlett, 1st Dec.,—Shanghai 28th Nov., Gen.—B. & S.

Bourbon, Fr. s.s., 990, Le Bail, 30th Nov.,—Saigon 24th Nov., Rice.—Man Fat.

Cairo, Nor. s.s., 1,381, J. Larsen, 29th Nov.,—Sourabaya 18th Nov., Gen. and Sugar.—Aagaard, Thoresen & Co.

Canton Maru, Jap. s.s., 1,997, S. Hirai, 30th Nov.,—Saigon 22nd Nov., Gen.—Shuntai S. N. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 27th Nov.,—San Francisco 30th Oct, Honolulu 6th Nov., Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and Gen.—O. & O. S. S. Co.

Dagud, Nor. s.s., 788, S. Steensen, 30th Nov., Moji 24th Nov., Coal.—Aagaard, Thoresen & Co.

Derwent, Br. s.s., 1,565, J. Jenkins, 23rd Nov.,—Saigon 17th Nov., Gen.—Man Fat & Co.

Drufar, Nor. s.s., 1,102, J. Bing, 21st Nov.,—Saigon 17th Nov., Rice.—Aagaard, Thoresen & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 18th Nov.,—Vancouver 30th Oct., and Shanghai 16th Nov., Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 15th Nov.,—Canton 14th Nov., Coal.—M. B. K.

Fukushu Maru, Jap. s.s., 1,090, T. Ito, 30th Nov.,—Anping and Swatow 29th Nov., Gen.—O. S. K.

Haitan, Br. s.s., 1,183, J. S. Roach, 1st Dec.,—Foochow 28th Nov., Amoy 29th, and Swatow 30th, Gen.—D., L. & Co.

Jacob Diederichsen, Ger. s.s., 633, D. Hentz, 27th Nov.,—Kwang-chow-wan 24th Nov., and Macao 27th, Gen.—J. & Co.

Kaifong, Br. s.s., 986, E. Finlayson, 28th Nov.,—Cebu and Iloilo 24th Nov., Hemp, Sugar and Sapan Wood.—B. & S.

Kowloon, Ger. s.s., 2,324, H. Stehr, 24th Nov.,—Anghin, (Bangkok) 15th Nov., Gen. and Mostly Rice.—S. & Co.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 27th Nov.,—Calcutta 10th Nov., Penang and Singapore 20th, Gen.—J., M. & Co.

Loyal, Ger. s.s., 1,237, F. Natzins, 21st Nov.,—Bangkok 9th Nov., Rice and Gen.—S., W. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores.—Admiralty.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.

Montgomeryshire, Br. s.s., 3,619, P. Gibson, 30th Nov.,—London via Ports 14th Oct., Gen.—S., T. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Paklat, Ger. s.s., 1,100, H. Demes, 18th Nov.,—Swatow 17th Nov., Rice and Teakwood.—B. & S.

Quinta, Ger. s.s., 987, Fruhm, 23rd Nov.,—Sourabaya 13th Nov., Sugar.—S. & Co.

Rajaburi, Ger. s.s., 1,904, O. Koch, 25th Nov.,—Bangkok 13th Nov., Rice and Wood.—B. & S.

Rajah, Ger. s.s., 1,275, C. Wolff, 28th Nov.,—Sandakan 20th Nov., Wood and Gen.—M. & Co.

Sarsogan, Am. s.s., 428, Vitteris, 7th Sept.,—Manila 4th Sept., Ballast.—Order.

Soshu Maru, Jap. s.s., 1,119, T. Suruga, 30th Nov.,—Swatow 29th Nov., Gen.—O. S. K.

Taishan, Br. s.s., 1,121, J. T. Laing, 29th Nov.,—Bangkok 17th Nov., Rice and Teak.—B. & Co.

Taming, Br. s.s., 1,356, A. W. Outerbridge, 30th Nov.,—Manila 27th Nov., Gen.—B. & S.

Tinhow, Br. s.s., 901, T. R. Kidd, 28th Nov.,—Hoihow 26th Nov., Pigs and Gen.—A., K. & Co.

Tonawanda, Br. s.s., 2,182, H. D. Clarke, 29th Nov.,—San Francisco 20th Oct., Oil.—S. O. Co.

Wakamatsu Maru, Jap. s.s., 1,720, N. Goda, 1st Dec.,—Moji 26th Nov., Coal.—M. B. K.

Vruna, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

Eskasoni, Br. ship, 1,670, Wm. McBurnie, 12th Oct.,—Manila 13th Sept., Ballast.—Order.

I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A., K. & Co.

Ivy, Am. ship, 1,181, F. O. Stetson, 25th Nov.,—Shanghai 28th Oct., Ballast.—Mr. Dunbar & Co.

Prince George, bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.

S. P. Hetchcock, Am. ship, 2,086, S. L. Zertz, 1st Sept.,—Manila 20th Aug., Ballast.—A., K. & Co.

	Dec. 2 at 10 a.m.	Dec. 2 at 4 p.m.
Barometer	30.19	30.08
Temperature	73	74
Humidity	68	61
Rainfall	—	—

Steamers Expected.

Vessels	From	Agents	Due
P. E. Friedrich	Singapore	M. & Co.	Dec. 4
Namsang	Singapore	J., M. & Co	Dec. 5
Tjiphanas	Macassar	J. C. J. L.	Dec. 6
Nicomedia	Japan	P. & A. Co	Dec. 7
Capri	Singapore	C. & Co.	Dec. 7
Hakong Maru	Japan	T. K. K.	Dec. 9
Tjibodas	Kobe	J. C. J. L.	Dec. 9
P. Sigismund	Kobe	M. & Co.	Dec. 9
Cambodia	Singapore	M. & Co.	Dec. 9
Yarra	Singapore	M. M.	Dec. 10
Kumsang	Calcutta	J., M. & Co	Dec. 14
Emp. of China	Vancouver	C. P. R. Co	ec. 16
Sandakan	Sydney	N. & Co.	Dec. 16

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

U.S. Callao	at	Kowloon	Dock
Jacob Diederichsen	"	"	"
Hinsang	"	"	"
Chinkai Maru	"	"	"
Heungshan	"	"	"
Paul Beau	"	"	"
H.M.S. Kent	"	"	"
H.M.S. Janus	"	"	"
Monteagle	"	"	"
Sorsogon	"	"	"
S. P. Hitchcock	"	Cosmopolitan	"
Indravelli	"	Aberdeen	"

Post Office.

A Mail will close for:—

Swatow, Amoy and Foochow—Per *Haitan*, 4th Dec., 8 A.M.

Haiphong—Per *Hanoi*, 4th Dec., 9 A.M.

Singapore—Per *Sithonia*, 4th Dec., 9 A.M.

Macao—Per *Honam*, 4th Dec., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Laisang*, 4th Dec., 2 P.M.

Shanghai and Chinkiang—Per *Kowloon*, 4th Dec., 3 P.M.

Shanghai—Per *Liangchow*, 4th Nov., 3 P.M.

Manila—Per *Taming*, 4th Dec., 3 P.M.

Shanghai—Per *Meefoo*, 4th Dec., 3 P.M.

Shanghai—Per *Hangsang*, 4th Dec., 5 P.M.

Swatow, Amoy and Anping—Per *Fukushu Maru*, 4th Dec., 5 P.M.

Shanghai, Kobe and Yokohama—Per *Hohenstaufen*, 5th Dec., 9 A.M.

Europe, &c., India, *via* Tuticorin—Per *Bualow*, 5th Dec., 11 A.M.

Macao—Per *Honam*, 5th Dec., 1.15 P.M.

Shanghai—Per *Hangchow*, 5th Dec., 3 P.M.

Swatow, Amoy and Foochow—Per *Haiching*, 5th Dec., 5 P.M.

Macao—Per *Honam*, 6th Dec., 1.15 P.M.

Shanghai—Per *Nanchang*, 6th Nov., 3 P.M.

Sourabaya—Per *Tjilewong*, 6th Dec., 4 P.M.

Calcutta—Per *Arcadia*, 7th Dec., 11 A.M.

Macao—Per *Honam*, 7th Dec., 1.15 P.M.

Manila—Per *Yuensang*, 7th Dec., 3 P.M.

Manila—Per *Zafiro*, 8th Dec., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, 8th Dec., 11 A.M.

Macao—Per *Honam*, 9th Dec., 1.15 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Tjisadane*, 10th Dec., 4 P.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Tjibodas*, 10th Dec., 4 P.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prinz Sigismund*, 11th Dec., 10 A.M.

Europe, &c., India *via* Tuticorin—Per *Ernest Simons*, 11th Dec., 11 A.M.

Singapore, Penang and Bombay—Per *Capri*, 12th Dec., 1 P.M.

Yokohama and Kobe—Per *Changsha*, 13th Dec., 3 P.M.

Manila—Per *Rubi*, 15th Dec., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 20th Dec., 3 P.M.

Europe, &c., India, *via* Tuticorin—Per *Polynesien*, 25th Dec., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 9th Jan., 1907, 11 A.M.

A Pillar Box has been placed at Quarry Bay.

It will be cleared daily at 9 a.m. and 1.30 p.m.

☞ A Mail for Macao is despatched per s.s. *Wingsang* on week-days, at 6 p.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for *Canton, *Wuchow, and *Samshui will be closed on week-days, at 7 a.m. and at 6 p.m. until further notice.

VISITORS AT THE HOTELS

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Barnett, H. J. O.
Falloon, C. H.
Gaskell, Mr. and Mrs.
Pye, E. Burnes
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs. Montague
Young, J. A.

HONGKONG.

Adams, P. R.
Aird, M.B., R.
Anderson, Mr. & Mrs. H. J. P.
Bailey, W. S.
Baker, A. S.
Battiscombe, H. G.
Beattie, R. B.
Biervliet, A. Van (Vice-Consul for Belgium)
Birbeck, R. J.
Bird, H. W.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blanch, Mr. and Mrs. N. F.
Blood, G.
Breckwoldt, H.
Brighton, F. G.
Brighton, G. L.
Campbell, L. F.
Carter, Mr. and Mrs. W. L.
Carter, A.
Chapman, H.K.V.C., Major A.
Chapman, B. F.
Chatham, Hon. & Mrs. W.
Chatham, Miss
Chichester, D.A.A.G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Christie, J. D.
Clark, M. O.
Clark, W. A. G.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng.-Lt. and Mrs.
Collett, C.
Colobam, H. J.
Colvin, H. E.
Connor, J. L.
Cornand, Capt. and Mrs. G and infant
Cotton, Mr. and Mrs. C. G.
Crook, A. H.
Cruickshank, A.
Davies, F. O.
Dohen, W. D.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. and Mrs. T. C. and infant
Dunlop, G. A.
Dupree, W. S.
Einstmann, W.
Elsworth, W. T.
Esterhazy, Countess K.
Fairchild, H. J.
Fearnley, T.
Fischer, R.
Fisher, H. G.
Fletcher, H. L.
Ford, C. J.
Franklin, C. B.
Frost, B. L.
Fuller, Stuart J., (American Vice Consul General)
Fuller, Denman
Gibson, A.
Gordon, H. M.
Gorrell, O.
Grant, A. W.
Hansen, W.
Harker, B. Brotherton
Hazelaire, E.
Hener, F.
Hewett, Hon. E. A.
Hewett, Mrs. E. A.
Hiraoka, T.
Hocking, Mr. & Mrs. A.
Hodges, H. J.
Howes, A. B.
Hunt, Miss B.
Innes, Capt. R.
Jokl, J. P. F.
Joughin, J. C.
Kerr, F.
Krill, T.
Kunze, P.
Lehrs, P.
Logan, Mr. & Mrs. W.
Marriott, Dr. O.
McNitt, Mr. and Mrs. C. J.
Meyer, P.
Miner, C. G.
Moore, S.
Moore, Dr. and Mrs. W. B. A.
Murkens, Miss
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Nicholls, E. A.
Packer, B. L.
Paine, A. E.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Pfordten, A. R. Von der
Philpot, L. D.
Powell, W. A.
Preshaw, C. M.
Pritchard, H.
Rank, Miss M. L.
Reid, H. J.
Roach, Mrs. J. S. and child
Rowoldt, S. B.
Rutherford, Mr. & Mrs. N. H.
Sandes, Miss F. E.
Schwartz, J. A.
Schween, R.
Searle, Rev. G.
Shepherd, Mr. & Mrs. E. Bruce
Skinn, A.
Soekl, V.
Spittles, J. S.
Stebbing, W. T.
Stephens, H.
Stewart, A. M.
Sutherland, P. D.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Toledano, Th.
Topliss, H. J.
Uffel, W. Von.
Unbehaun, C. H.
Wakefield, Mrs. M.
Welsh, W. D.
Wishart, J. B.
Wood, G. G.
Wood, W. J.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Bramley, Harry
Brewster, Mr. and Mrs.
Brownlow, E. O.
Cumming, A.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Elizalde, Mrs. A. and maid and servant
Elliott, R. G.
Fenn, M. and Mrs. H. C.
Fleming, D. M.
Guthrie, Thomas
Hurley, Fred. C.
Inzenohl, C.
Jack, Mrs. C. M.
Jackson, Mrs. & child
Kimura, N.
Krien, Consul F.
Kuwada, I.
Langeveldt, P. A.
Legeune, Vice-Consul. M.
Ossorio, Mrs. A. and maid
Ossorio, Master
Paine, A. E.
Peacock, Miss Annie
Sieling, H.
Silverstone, Mr. & Mrs. S.
Silverstone, M. L.
Smith, T. M.
Square, Miss N
Stewart, Mr. and Mrs. C. Lindsay
Stewart, Master
Williams, G.
Willsher, Mr. & Mrs. A. E.
Wright, Dr. and Mrs. G. H. Bateson

OCCIDENTAL.

Binder, F.
Brown, Mrs. W. S.
Capell, Mr. and Mrs. J. R. and 2 children
Cow, Mrs. W. and 2 children
Hatje, Capt. B.
Lowe, J. C.
McInnes, J. H.
Munro, Miss A.
Piper, C.
Robertson, Mrs. C.
Robertson, Miss Kathi
Robertson, Master G. G.
Simpson, Mr. & Mrs. T. K.
Stevens, Rev. A. J.
Wessels, Mr. and Mrs. D.

PEAK.

Abell, Mrs.
Amos, Mrs.
Author, F.
Backhouse, J.
Beauchamp, E. B.
Bolton, Mr.
Bosch, Mr. and Mrs. Van der
Carruthers, E. S.
Chalmers, J. H.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
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Codbury, Miss
Darling, Col.
Dutton, Mr.
Ellis, Mr. and Mrs.
Fowler, E. A. M.
Fraser, Lieut.
Gale, Capt. J. R.
Gelsibrope, Mr.
Green, Mrs. H. E.
Greenhill, Mr.
Gregory, A.
Hartel, E.
Haxeland, F. A.
Hockaday, W. T.
Jeffries, H. U.
Josling, Lt.-Col.
Joseph, Mr. and Mrs. E. S.
Kelsall, R.A., Major and Mrs.
Kent, R.A., Col. & Mrs.
Leask, Mr.
Macdonald, Major and Mrs.
Malade, Mr.
Martin, R.
Mitchell, R.
Moncarieff, Lt.-Col. & Mrs. S.
Moon, Mr. and Mrs.
Moreno, Mr.
Mahle, E.
Painter, Major & Mrs.
Porter, L. W.
Reid, R.A.M.C., Lt.-Col. J. M.
Reyes, Mr.
Sawer, Mrs. W. E.
Sinclair, A.
Sluyters, L. M. J. van
Smith, A. Findlay
West, J. J.
White, Dr. and Mrs.
Wilder, A. P.
Williamson, Mrs.
Wilson, J. W.

CHINA COAST METEOROLOGICAL REGISTER.

December 1st, 1906, a.m.

			Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7	a.m.	—	—	—	—	—
Nemuro	6	a.m.	29.93	—	—	SW	6	—
Hakodate		"	30.09	—	—	W	4	—
Tokio		"	30.22	—	—	NW	2	—
Kochi		"	30.35	—	—	SW	4	—
Nagasaki		"	30.35	—	—	—	0	—
Kagoshima		"	30.35	—	—	N	2	—
Oshima		"	30.28	—	—	S	2	—
Naha		"	30.25	—	—	NE	2	—
Ishigakijima		"	30.17	—	—	E	4	—
Chefoo	6	a.m.	30.13	41	92	SSW	2	or
Weihaiwei	9	a.m.	30.05	40	—	W	2	o
Hankow	6	a.m.	30.28	43	92	SE	1	b
Kiukiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	30.22	57	58	S	2	b
Gutzlaff		"	30.22	56	69	S	4	bv
Sharp Peak		"	30.23	62	85	N	1	og
Amoy	6	a.m.	—	62	89	WSW	3	c
Swatow		"	30.17	60	55	E	1	b
Taihoku	5	a.m.	30.15	—	—	E	5	—
Taichu		"	30.14	—	—	—	0	—
Tainan		"	30.13	—	—	N	2	—
Koshun		"	30.11	—	—	NE	8	—
Pescadores		"	30.15	—	—	N	6	—
Canton	9	a.m.	30.24	65	89	—	0	c
Hongkong	10	a.m.	30.21	69	61	E	2	c
Victoria Peak		"	—	—	—	E	4	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	—	—	—	—	—	—
Holhow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	30.00	81	85	—	—	—
Manila	10	a.m.	29.95	79	—	NW	1	c
Legaspi	6	a.m.	—	—	—	NE	1	c
Bacolod	9	a.m.	29.91	82	—	NE	2	b
Iloilo		"	29.94	84	—	NE	2	c
Cebu		"	29.88	84	—	N	3	c
Labuan		"	—	—	—	—	—	—

December 3rd, 1906, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	5	a.m.	29.77	—	—	W	8	—
Hakodate		"	29.89	—	—	W	8	—
Tokio		"	30.10	—	—	W	2	—
Kochi		"	30.23	—	—	NE	4	—
Nagasaki		"	30.27	—	—	E	4	—
Kagoshima		"	30.31	—	—	N	2	—
Oshima		"	30.12	—	—	N	4	—
Naha		"	30.13	—	—	N	8	—
Ishigakijima		"	30.13	—	—	NE	6	—
Chefoo	6	a.m.	30.30	37	91	S	1	b
Weihaiwei	9	a.m.	30.27	44	—	WNW	2	ovr
Hankow	6	a.m.	30.51	45	92	N	1	c
Kinkiang		"	30.45	46	92	NE	1	c
Shanghai	9	a.m	30.40	50	65	NE	2	o
Gutzlaff		"	30.37	51	60	NE	3	cv
Sharp Peak		"	30.32	62	80	NE	3	o
Amoy	6	a.m.	—	61	88	NE	3	b
Swatow		"	30.17	62	77	NE	2	c
Taihoku	5	a.m.	30.25	—	—	N	4	—
Taichu		"	30.14	—	—	NE	2	—
Tainan		"	30.12	—	—	NW	4	—
Koshun		"	30.09	—	—	NE	10	—
Pescadores		"	30.15	—	—	NE	10	—
Canton	9	a.m.	30.13	71	90	—	0	c
Hongkong	10	a.m.	30.20	69	75	E	4	c
Victoria Peak		"	—	—	—	E	5	—
Gap Rock		"	—	—	—	—	—	—
Macao		"	—	69	—	SE	1	c
Holhow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	—	—	—	—	—	—
Manila	10	a.m.	29.96	82	70	NE	1	c
Legaspi	6

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 11th December, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Armand Behic* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *POLYNESIEN* .....25th December.
S.S. *CALEDONIEN* ..... 8th January.
S.S. *SALAZIE*.....22nd January.
S.S. *OCEANIEN* ..... 5th February.
S.S. *TOURANE* .....22nd February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th November, 1906. [11

For Sale.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable latent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Maisonneuve, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained in England direct from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Field Advertiser* KIMBERLEY.

Sold by all Chemists. [Q

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1902.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma, with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
*Pleiades** ...	3,753	F.G. Purington	20th Dec.
*Lyra**.....	4,417	G. V. Williams	9th Jan.
Shawmut ...	9,606	E. V. Roberts	23rd Jan.
*Hyades**.....	3,753	J. Alwen.....	30th Jan.
Tremont.....	9,600	T. W. Garlick.	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 3rd December, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "ST. PATRICK" .....10th December.

FOR BOSTON AND NEW YORK.
S.S. "SATSUMA" .....11th January.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 26th November, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case. Qts.	One Case. Pts.
COGNAC * * * *	$21.50	—
" * * *	19.00	—
" * *	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906. [43

ACHEE & CO.

ESTABLISHED 1859

FURNITURE, DEPOT

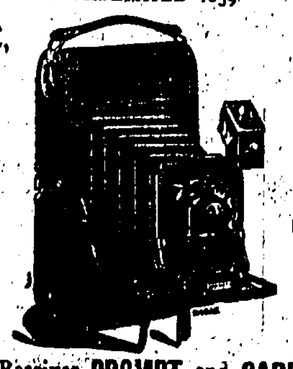
GENERAL HOUSEHOLD FOR

REQUISITES. EASTMAN'S

&c., &c., &c. KODAKS, FILMS,

AND

Telephone 236. ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 18th May, 1901 [1P

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000; $10,250,000; $250,000	$1,712,472	£1.15/- @ Ex. 2/1½=$16.47 for first half-year 1906	5½ %	$805 sales, London £93.10/-
National Bank of China, Limited.....	99,925	£7	£6	£12,735; $150,000	$74,099	$2 (London 3/6) for 1905	...	$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000; $200,000	$233,638	$20 for 1905	6½ %	$300
North China Insurance Company, Limited	10,000	£15	£5	£110,000; Tls. 100,000; Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000; £40,000; $331,131; $1,153,844; $569,279	$2,792,271	Interim div. of 130 for 1905.....	4½ %	$762½ sales
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000; $61,278; $15,527	$508,334	$12 and $3 special dividend for 1904	8½ %	$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000; $229,488; $2,616	$344,098	$6 for 1904	6½ %	$95 sellers
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,720,928	$422,618	$25 for 1904	7½ %	$335
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	6½ %	$23
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638; $93,562	Nil.	$2½ for year ended 30.6.06	6½ %	$40
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000; $600,000; $144,386	$5,464	$1 for 1st half-year 1906	7½ %	$27½ sellers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£120,000; £280,958; £3,999	£2,452	10/- @ ex. 2/1 9/16=$1.69.....	6 %	$80
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 23,156	Interim div. of Tls. 2 a/c 1906	9 %	Tls. 55 sales
Do. (Preference)	100,000					Interim div. of Tls. 1½	6½ %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited...	3,000,000	£1	£1	£400,000; £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	$1/- sellers
"Star" Ferry Company, Limited.....	10,000; 10,000	$10; $10	$10; $5	$65,000; $32,957	$218	$1.50; $0.75 for year ending 30.4.1906.....	5½ %; 4½ %	$26 buyers; $17½ buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000; Tls. 305,479; Tls. 48,000; Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8½ %	T. Tls. 46
MILLING.								
China Sugar Refining Company, Limited..... ...	20,000	$100	$100	$850,000; $450,000; $86,129	$40,914	Final of $15 making $25 for 1905.....	17½ %	$140
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$3 for 1897.....	...	$22
Perak Sugar Cultivation Company, Limited..... ...	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 90
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£110,000; £26,011	£12,546	Final of 1/- (No. 7) making 2/- for year ended 28.2.06	7 %	Tls. 10½ buyers
General Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ...	8½ %	G. $12
South Australian Gold Mining Company, Limited	150,000; 50,000	£1; £1	18/10; £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents.....	...	18½
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	4½ %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$50	$50	$550,000; $65,160; $20,000	$20,040	$2½ for a/c 1906	6½ %	$91 buyers
Lane, Long and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$392,087	$6 for first half-year ending 30.6.06.....	8 %	$150
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905.....	6¼ %	$16½
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ...	7½ %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited...	32,000	Tls. 100	Tls. 100	Tls. 487,210; Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6½ %	Tls. 228 sales
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905.....	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)...	10,000	$25	$25	$30,000	$8,418	$3 for year ended 30.6.1906.....	10½ %	$29 sales
Central Stores, Limited	6,000	$15	$15	none	$4,719	$2.40 on $12 for 1905.....	13½ %	$18 buyers
Do. (new issue).....	24,000	$15	$15			7 % on $7½ for 1905	...	$16½
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,075; $19,075	$10,057	$5 for first half-year for 1906	9 %	$112½
Hongkong Land Investment and Agency Co., Ld. ...	10,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906.....	6½ %	$104 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905.....	16½ %	Tls. 158 buyers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	12½ %	$80 sellers
Humphreys Estate & Finance Company, Limited ...	160,000	$10	$10	$208,386; $50,000	$5,070	80 cents for 1905	7 %	$11½
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$39 sellers
Shanghai Land Investment Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 97 sellers
Do. do. (new issue).....	26,000	Tls. 50	Tls. 25	Tls. 170,000				Tls. 57
West Point Building Company, Limited.	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10½ %	Tls. 79 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	125,000	$10	$10	$110,000	$21,660	$1½ for the year ending 31.7.06	9½ %	$13
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9½ %	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	9 %	Tls. 90 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7½ %	Tls. 330 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	6½ %	$102½
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7 sellers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$10
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ...	16½ %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10
China Provident Loan & Mortgage Company, Ld. ...	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	8½ %	$9.15
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000	$2,555	$1.30 for year ending 31.7.1906.....	7 %	$17 sellers
Green Island Cement Company, Limited	200,000	$10	$10	$410,000; $500,000	$52,291	Int. div. of 75 cents for ½-year ended 30.6.06	10½ %	$19½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10½ %	$24 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00; 65 cents for 10 months ending 28.2.06 ...	8 %	$15 buyers
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	1st div. of $20 for 10½ months ending 28.10.05	10½ %	$215
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ½-year ended 30.6.06	8 %	$236
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares.....	7½ %	$22 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	13½ %	$7½
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500; Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7½ making Tls. 22½ so far a/c yr. ended 31.10.06...	9½ %	Tls. 237½ sales
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3½ account 1906	6½ %	Tls. 110 buyers
Do. do. (new)	8,000	Tls. 50	Tls. 50					Tls. 106 sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12½ %	Tls. 48 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000; Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10½ %	Tls. 130 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820; Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906.....	5½ %	Tls. 90 sellers
Shanghai Waterworks Company, Limited.....	8,175; 7,200	£20; £20	£20; £15	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906	...	Tls. 350 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	Interim div. of 5/- for ½-year 1906	...	Tls. 290 sellers
Steam Laundry Company, Limited	20,000	$5	$5	none	$1,134	None	...	$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295; Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05.....	8½ %	$6
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 105 sellers
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000; $25,000	$7,734	70 cents; $9.90 for year ended 31.5.1906	8½ %; 6½ %	$9; $150
William Powell, Limited	15,000	$10	$10	$4,500	$182	Interim of 40 cents for account 1906.....	8½ %	$11.75 buyers
						Final of 30 cts. making 80 cts. for the year ended 30th June 1906	10 %	$8

DIVIDENDS PAYABLE:—

Langkats (4th interim)	Tls. 7½	December 15th

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